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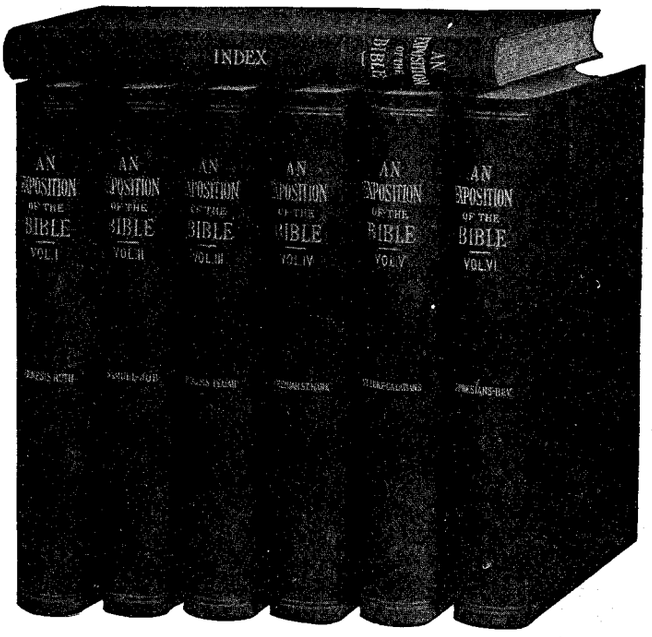

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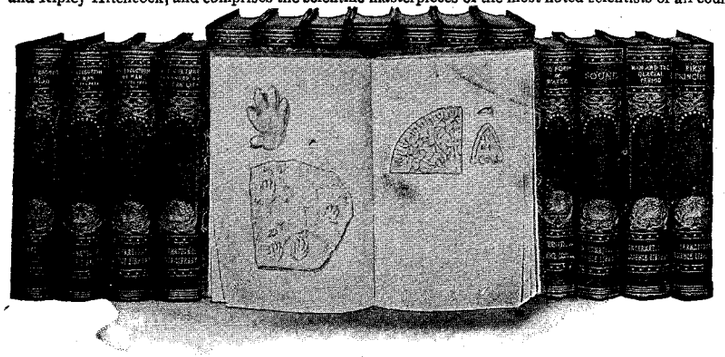

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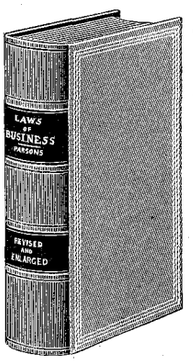

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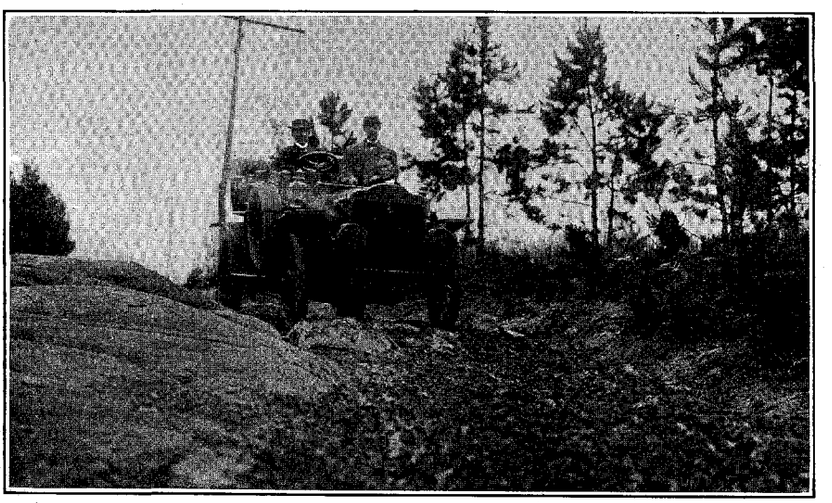

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VOL. XXXVIII., NO. 19 NEW YORK, MAY 8, 1909 WHOLE NUMBER, 994

TOPICS OF THE DAY

GOVERNOR HUGHES AND THE LEGISLATURE

ONCE more, with the adjournment of the New York legislature, the press takes note of the casualties in the battle between Governor Hughes and the bi-partizan coalition of "bosses" who have pitted themselves against him at Albany. While the legislative leaders "have wreaked their petty spite" against the Governor, remarks the New York *Evening Post* (Ind.), "his reputation and prestige have grown daily in every State in the Union." Moreover, "this anti-Hughes legislature," says the New York *Tribune* (Rep.), "already bears its involuntary testimony to the strength of the Governor's position in judging itself by the Hughes standard." Thus Republican leaders, according to Albany dispatches, are "pointing with pride" to the fact that the legislature, before adjournment, acted favorably upon twenty-two out of twenty-nine recommendations in the Governor's annual message, while the leader of the Democratic minority arraigns it for its failure to act favorably upon the remaining seven. Among these seven, it may be noted, were the Direct Primary Nominations Bill and the recommendation to place telephone and telegraph companies under the control of the Public Service Commissions. Other negative results of the session are thus summarized by the New York *Tribune*:

"Failure to consider the Massachusetts ballot bill. Defeat by the Senate of a plan to familiarize voters with proposed constitutional amendments.

"Failure to consider the New York City charter.

"Failure to pay any attention to recommendation for State development of water-power. Defeat of bills to prevent pollution of streams by sewage and factory wastes.

"Defeat of bill to abolish the defense of contributory negligence in actions brought by children under sixteen years against employers because of injuries received during employment.

"Failure to enact legislation for a board of fiscal control of State institutions. Defeat of a bill for salary classification commission.

"Failure to adopt legislation to permit removal, without consent of the Senate, of officials appointed by the Governor.

"Defeat of home-rule scheme embodied in a bill for a commission to investigate third-class city charters."

All of these were matters mentioned in the Governor's message.

Speaker Wadsworth, noting that "a persistent effort has been made to create the impression that the legislature of 1909 has studiously failed to respond to the recommendations of the Governor," asserts that, on the contrary, it "has responded with willingness and alacrity to the great majority of his recommendations." "Indeed," he adds, "it may be said, I think, with truth that no Governor has ever secured the enactment of a greater percentage of his recommendations than Governor Hughes." Mr. Wadsworth points to the Congress at Washington as a proof that no legislative body "can ever enjoy what might be termed wide-spread popularity," since "no legislature can possibly do all the things that are asked of it." Mr. Wadsworth's legislature, however, looks in vain for enthusiastic indorsement even in the press of its own party. Thus the New York *Evening Mail* (Rep.) says of it:

"It has done little or nothing save to defeat the constructive measures which have been not only 'Hughes policies,' but the policies demanded by the people at large, the policies which have been, or are being written, into the statutes of all progressive States. The only achievement at all of which the public has taken notice, and which abides in its memory, has been the action of the Assembly in expunging from the record the declaration of a man of courage, that it was easier for a camel to pass through a needle's eye than for a bill in regulation of corporations to receive the favorable attention of a certain committee.

"That statement, we believe, represents the opinion of most of the voters who chose the present legislature, and in rebuking its author, the assembly registered its defiance of public opinion. The expunging resolution was symbolic of much."

The Press of the same city, another Republican organ, begins its comment with the remark: "Of the legislature it may truly be said that nothing became it like the resolution of adjournment." It goes on to say in praise of the Governor and his measures:

"For every important act of the legislature which benefits the people the thanks belong to Governor Hughes and to nobody else. Without his forceful aid the City of New York would have been left at the mercy of the Transit Trust. Save for his sturdy intervention the car lords would have had the people by the throat and might have exacted any tribute they cared to levy for the building of only a fraction of the subways needed by this community."

In this result *The Press* finds an argument for direct primary nominations. Thus we read:

"The Republican party is technically responsible for the rotten record of the Republican legislature. The people, however, know it is no more to blame for the treachery of legislators than the party rank and file is responsible for the choice of members of the legislature by the dummy conventions which meet under its banner and receive their orders from bosses."

From its beginning, says an Albany dispatch to *The Evening Post*, the legislature "has been controlled by a bi-partizan, or rather non-partizan, alliance of the professional politicians with the corporations, tho here and there this control was slightly mitigated by a vaguely realized fear of public sentiment and dim forebodings of the wrath accumulating against election day." "The legislature," says the Brooklyn *Eagle* (Ind. Dem.), "began with a purpose to magnify itself and to minimize the Governor," and ended with an achievement exactly the reverse.

On the other hand, *The Morning Telegraph* (Dem.) thinks that

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NIGHTRIDING.
—Macauley in the New York *World*.

"IT WENT TO PIECES ALL AT ONCE."
—Macauley in the New York *World*.

IN DARKEST NEW YORK.

the State of New York has reason to congratulate itself on the fact that the legislature refused to pass the seven measures which embodied "the quintessence of Hughesism." To quote:

"We are lucky to escape with the comparatively harmless three-quarters, so that we are spared the iniquitous one-quarter.

"If the legislature had accepted the Hughes theory, that its share in the government of the State consisted chiefly in rubber-stamping its approval on the mandates of the Executive, many calamitous results would have ensued, and one of the least would have been that, for years to come, the Court of Appeals would have been clogged with appeals from the constitutionality of the Hughes statutes, which the court would have been compelled to allow. After all, the Constitution is greater than Hughes, repellent as that theory of government may be and doubtless is to Hughes."

The New York *Times* (Ind.) thinks that on the subjects of direct nominations and of increasing the power of the Public Service Commissions "the people stand with the legislature, not with the Governor." And *The Sun*, looking for something to praise, selects the courage of the legislature in resisting Executive coercion. This paper goes on to say:

"Party principle, party leadership in the old-fashioned sense, and party machinery, have been utterly subordinated to personality—a fusion between picturesque personality and a strident public press has replaced the old order and set at defiance older constitutional notions. So complete has been the change that the mere notion that a legislature should thwart the will of the Executive has come to be an evidence of corruption upon the legislative side. Not only is it held impossible that the legislature should be justified in asserting its constitutional right, but it is regarded as proof conclusive of corporation control and even of a nation-wide politico-business conspiracy."

The New York *World* (Ind. Dem.) thinks that Governor Hughes is himself not altogether blameless for the hostile attitude of the legislators toward him, his own bearing being less than sympathetic. To quote:

"For years it has been customary for Senators and Assemblymen to consult with the Governor about their local bills and about the Executive's wishes. The practise is not necessarily vicious and it can be made productive of much public good. Mr. Hughes has never invited such consultation. He has repelled it, and as a result he has created a feeling of antagonism which might easily have been avoided."

HOW THE SUGAR TRUST ROBBED THE TREASURY

"THE Case of the Seventeen Holes" is not a chapter-heading from the "Arabian Nights," a Sherlock-Holmes yarn, or a golf book, but a Federal attorney's designation of the Government's case against the American Sugar Refining Company of New York for defrauding the customs. The trial ended a few weeks ago with the conviction of the company, and the imposition of a $134,000 fine. It is now announced that this conviction opened the way for further civil suits against the same offender, involving penalties amounting to $9,000,000, and that the Government has compromised on these remaining claims by accepting a payment of $2,269,897. This compromise closes, on the civil side, what some papers describe as the most successful suit instituted against a great corporation under the Roosevelt Administration. The case is to have its turn in the criminal courts, however, Attorney-General Wickersham having announced that the settlement "in no wise affects the criminal prosecution of the individuals who are responsible for the perpetration of these frauds," and that "such prosecutions will be prest to a finish by the Government."

The trial recently concluded dealt with frauds practised on the company's South-Brooklyn docks during a period of six years, in which time, by means of an ingenious mechanical device, the Government was cheated of nearly a million and a quarter dollars. The New York Company, a constituent company of the Trust, operates the greatest sugar-refinery of the world in Brooklyn, where its docks stretch along the river front. Within the dark and forbidding walls of the refinery, it is said, secret and unpatented processes of great commercial value are guarded from competitors' eyes. Until within the last few months other secret and unpatented methods were employed on the open docks with such success that in six years the company had smuggled in 75,000,000 pounds of sugar under the very eyes of customs officials. Mr. Harold J. Howland, writing in *The Outlook* of May 1, tells how this remarkable result was achieved:

"As the sugar comes over the side of the ship it is weighed by the customs officers, and to that end there are seventeen big Fairbanks scales placed at intervals along the docks. Each scale has a platform eight or ten feet square, its surface flush with the surface of the dock, like the scales that you have seen so often outside a

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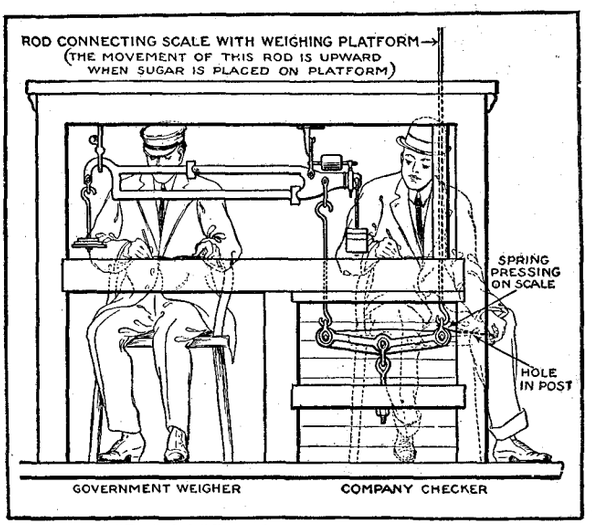
coal-dealer's or a feed-store. The brass bar of the scale, where the weight is read, is within a little house fronted with glass, so that the weigher can see the platform and what is on it as he adjusts the poise. These scales, it should be remembered, belong to the company, and its representatives keep the keys of the scale-houses, and are supposed to lock them every night.

"A few weeks ago I stood upon the platform of one of these scales, looking through the glass side of the scale-house. Behind the registering-bar, facing me, two men sat, each with a small blank-book on the ledge before him. The man on my left pushed the poise along the beam till it balanced, and read off my weight, '170 pounds.' Both men recorded the figures in their books. Then the other man leaned over to the left and dropt his hand into the dark corner under the ledge. Once more the weigher adjusted the poise—but now the beam balanced at 162 pounds. In two minutes I had, without knowing how, been robbed of 8 pounds of weight. . . . . .

"Stepping from the scale platform, I went around into the scale-house. Taking the seat in the corner, I ran my hand down where my companion's had been a moment before. As I sat where a company checker had sat every day for years, just by my left knee was a thick post supporting one end of the shelf beneath the scale bar. Under the shelf was a system of levers and joints which formed the connection between the registering-beam and the rod leading to the platform outside. Between the post and the end wall of the scale-house was a space perhaps a foot wide, as dark as a pocket. Running my hand down the post, I touched a thin strip of iron protruding from the post, its outer end bent into a ring. The strip worked loosely in a hole in the post, and as I pushed it through, its inner end ran over a joint of the scale mechanism. It was easy to see how the spring of the steel would exert force upon the levers and make the registering-beam drop.

"'We've found,' said my companion, 'that a pressure of one ounce just at that point is good for a loss of forty-eight ounces on the platform outside. You see now where those eight pounds went to that you lost so miraculously.'"

This little masquerade, in which Mr. Howland represented a truck bearing bags of raw sugar, tells the whole story. The man on his left impersonated the Government weigher, while the man on his right represented the company's checker. The other sixteen scales on the docks were similarly equipped with pierced posts, the holes in some cases being more worn than in others. The Government's suspicions were aroused two years ago by the statements of a man who had been employed by the company on the docks, but it was some little time before the necessary proofs were secured. It was then urged by the company that these fraudulent practises, if they


ROD CONNECTING SCALE WITH WEIGHING PLATFORM→
(THE MOVEMENT OF THIS ROD IS UPWARD WHEN SUGAR IS PLACED ON PLATFORM)
SPRING PRESSING ON SCALE
HOLE IN POST
GOVERNMENT WEIGHER
COMPANY CHECKER

By courtesy of "The Outlook," New York.

HOW IT WAS DONE.

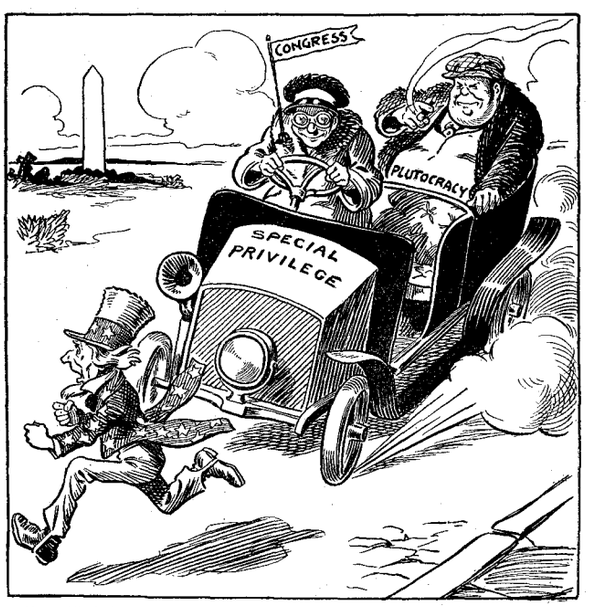
existed, were carried on without the knowledge of any officer or responsible director of the company. But as it was the company, and not its employees on the docks, who profited by the fraud, this contention did not greatly impress the jury.

Mr. Howland goes on to tell of the remarkable discrepancies, unblushingly recorded in the company's books, between the "landed weight" and the "duty weight" of each cargo of sugar. The "landed weight" is the weight of the cargo as ascertained by men who represent the sellers of the sugar, and who do their work with great steelyard scales within twenty feet of the Government weighers. Both these weighings are checked by employees of the company, and the results recorded and filed side by side. From

STUNG.

Old Mother Hubbard went to the cupboard
To get her poor dog a bone;
Two lemons were there—'twas otherwise bare,
So the poor dog had none.

—Porter in the Houston *Chronicle*.



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EXCEEDING THE SPEED LIMIT.

Never mind the chauffeur; get after the owner.

—Glackens in *Puck*.

A DOG'S LIFE.

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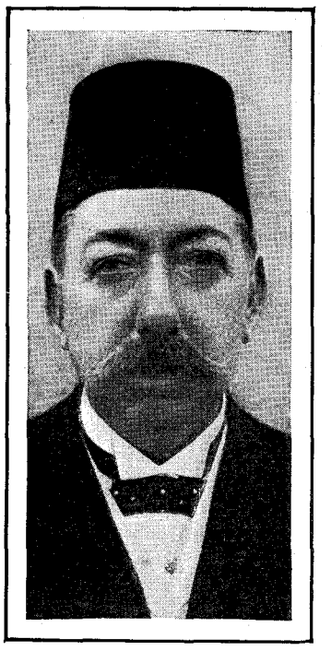

MEHMED V.

The new Sultan, an elder brother of Abdul Hamid, has been a "gilded prisoner" for thirty-three years. Receiving a deputation from the Assembly, he said: "I am pleased to become the first Constitutional sovereign. Doubtless my successor will improve upon me, but you may rely upon my doing my best. I also have suffered oppression, and can therefore enter into the feelings of my fellow sufferers."

these records Mr. Howland gathers at random the following interesting facts:

"On May 18, 1907, the steamship *Egda* brought in a cargo of sugar on which the company paid duty on 2,774,832 pounds; but it paid, to the seller of the sugar, for 2,799,116 pounds—24,000 pounds or 12 tons more.

"On July 7, 1907, on the cargo of the steamer *Olinda* the company paid duty on 3,174,180 pounds, while it paid the seller for 3,216,832 pounds, or over 20 tons more.

"On March 14, 1907, the *Bound Brook* landed a cargo of sugar on which the duty weight was 3,169,022 pounds, while the purchase weight was 3,216,080, an increase of nearly 24 tons.

"Other sets of the pink books show differences as high as 200,000 pounds."

In connection with the subject of punishing guilty corporations it is interesting to note the words of Attorney-General Wickersham, spoken recently before a large assembly of the most prominent lawyers and judges of the United States. He said in part:

"There was a prevailing impression that many of the laws dealing with economic subjects had been passed to be pointed to with pride rather than to be enforced. Then there came a rude awakening. The last Administration set to work with vigor, with energy, which was accompanied at times with newspaper clamor, to enforce these laws. Business men who eight years ago had not read the Sherman Antitrust Law to-day know it by heart; and railroad men and shippers alike have an intimate personal acquaintance with the Interstate Commerce Act. . . . . .

"It may be—it probably is—true that in the movement to impress upon the whole business world the meaning and force of certain laws, and the necessity of attention and obedience to them, some suits were instituted and some prosecutions begun, without sufficient consideration and without adequate cause.

"When such conditions are found to exist the present Administration will not hesitate to withdraw the suits or dismiss the prosecutions. Such action must not, however, be taken as any indication of an intention by this Administration to abandon in the slightest degree the vigorous, impartial enforcement of the law, or to undo in any degree the splendid work of the last Administration."

He went on to say that the only price of peace would be obedience to the law. He hoped for an early definition by the Supreme Court of the full scope and effect of the Sherman Antitrust Law.

THE NEW RULE IN TURKEY

"NOT since Mohammed II. captured it four and a half centuries ago and made it the capital of the Ottoman Empire has the city of Constantine witnessed such epoch-making scenes as are taking place there at this hour," remarks the St. Louis *Globe-Democrat*. The deposition of Abdul Hamid II., the salute of 101 guns which announced the accession of his brother, Mehmed V., the execution of 250 reactionary leaders, the appearance of the new Sultan, unguarded, in the streets of Constantinople, were a few of the crowded incidents of the past week which told the world at large that a new era had begun for Turkey. Altho many observers are shaking their heads over the dangerous possibilities that still lurk in the Turkish situation, the attitude of the American press as a whole is optimistic, the conviction being that the forces of constitutionalism and reform are now more securely in the ascendant than they were after their bloodless victory of nine months ago.

HENRY MAURER,

Killed at Adana, Asia Minor, with D. M. Rogers, while trying to put out a fire in the girls' school. He was a Mennonite missionary from Indiana, and leaves a widow who is also a missionary.

The week's occurrences at the Turkish capital, comments the Washington *Post*, "bring the East measurably nearer to the West." The same paper expresses surprize at the political cohesion demonstrated by the Young Turk party, and adds its congratulations to those of all civilized nations on the restraint and moderation with which that party met the crisis. "If there is one thing that emerges from the vortex of Constantinopolitan intrigue," says the Louisville *Courier-Journal*, "it is the line of cleavage which divides the Young Turks of wholly European ideals and the reactionary Mohammedans of Turkey in Asia, who are responsible for the sinister work at Adana." The new Sultan's manifesto to the world seems to indicate that he is very definitely on the European side of this line. Breaking all traditions of the Turkish throne, he has given to a newspaper correspondent an interview which is, in intention, a message to the nations. As reported by Mr. M. H. Donohue in the London *Daily Chronicle*, he said in part:

"Say to them that I have ever been the convinced and ardent supporter of the cause of enlightenment, liberty, and progress. By the help of Allah, the most high, I shall follow unswervingly the path of duty, seeking to act justly and honorably to all men, be they giaours or true believers.

"My voice has been silent for

LIGHTING THE WAY.

—Macauley in the New York *World*.

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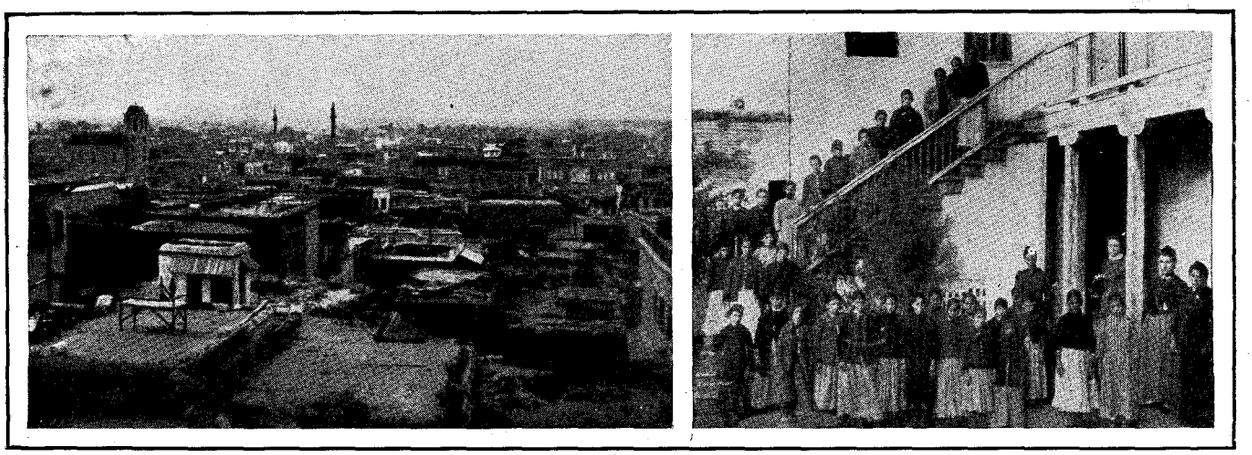


VIEW OF ADANA, FROM THE GIRLS' SCHOOL. PUPILS AND TEACHERS OF THE GIRLS' SCHOOL.

The missionaries, Daniel Rogers and Henry Maurer, were killed while fighting a fire which threatened the mission-school shown here in the right-hand picture. The Young Turks, it is said, have decided to send a commission to Adana to try by court-martial the instigators of the massacres, and to punish them with the utmost severity.

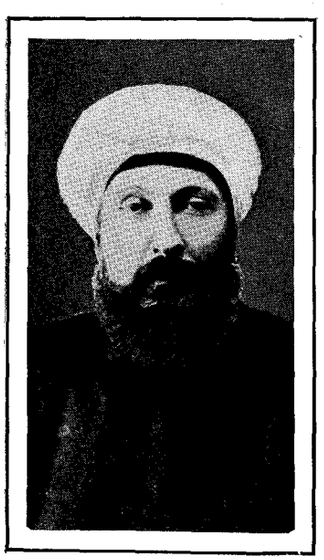
AT THE SEAT OF MASSACRE.

thirty-three years, but the voice of true conscience has never been stilled. You ask me what I think of the situation in modern Turkey as I find it to-day after the political resuscitation of long years. I will tell you that tho shut up here I have contrived, feebly perhaps, to keep in touch with the march of progress of the outside world.

"The few partizans who have been loyal to me through the dark days of adversity are aware that from my earliest years, while faithful to the precepts and teachings of the Koran, I have been an advocate of a constitutional charter and parliamentary institutions. From this opinion I have never deviated. I hold it to-day as strongly as I did when a young man, seeking to imbibe the knowledge of Western civilization and its methods.

"I am a firm supporter of the policy of young Turkey, with full enjoyment of political freedom. I see nothing in it incompatible with Mohammedan sacred law."

In view of the Young Turks' competence and civilized methods, says the New York *Globe*, it is becoming increasingly plain that Europe will have to keep her hands off. European intervention, it seems, is the chief bugbear of the reform party. This anxiety is not merely local, however. Such intervention, as the New York *World* remarks, might mean a general European war. "The civilized world," says the New York *Herald*, "will watch the development of events in Turkey with anxious eyes, hoping for the best, but fearing the worst." The reactionaries in Asia Minor, who by their wholesale murdering of Armenian Christians may compel outside interference, constitute the gravest immediate problem confronting the new Government. This problem looms large to the New Orleans *Times-Democrat*, which comments as follows:



THE SHEIK-UL-ISLAM,

Head of the Mohammedan Church, whose consent made legal the deposition of Abdul Hamid. This consent was granted on the ground that the Sultan had "destroyed certain holy writings," "squandered the public money," and violated the Sheri laws.

"It is certain that the ascendency of the progressive classes will still further infuriate the fanatical Moslem mob, and the massacres which have recently occurred in Armenia will be followed by outrages on a still grander scale. It is likewise certain that Europe can not stand idly by while thousands of innocent men, women, and children are put to the sword. No government that is unable, or unwilling, to repress such anarchy is to be tolerated in this day. Whatever the cost, the Powers must intervene."

Dr. Charles Ferguson, writing in the New York *Evening Journal*, asserts that upon the United States, rather than upon Europe, rests the duty of intervention. We read:

"The Young Turks will be unable to sustain the rôle of orderly redemption that they have chosen—without the active assistance of the United States.

"The Near East will burst into a flame and will be burned over by jealous wars among the Powers, unless the American people shall do for Constantinople what has been done for Peking.

"Washington diplomacy should in the Near East as in the Far East, stand for the principle of local autonomy and the 'open door.'

"The murder of Americans in Asia Minor furnishes an obligation and opportunity."

The New York *Times* points out that the Powers would be within their treaty rights if they moved to avenge the slaughter of tens of thousands of Armenian Christians across the Bosporus, and it adds pessimistically:

"The massacres in Asia Minor will not cease with the deposition of Abdul Hamid II.; the blood of the Armenians will be spilled and their wealth put into the empty coffers of the nation. Of all the pious Turkish reformers not one will lift his voice or his finger against commissioned murderers of the Armenians. For is it not a part of piety to slay them?

"Without industries or knowledge of trade, how can the Turks maintain themselves peacefully in

STEPPING DOWN AND OUT.

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modern Europe? Can they administer equal laws to subject peoples whose genius in law, trade, and the acquirement of property is admittedly superior to their own? That is what constitutional government means. Yet fully 90 per cent. of Turks are ignorant of its meaning. They know only the religion and government of Mohammed, which is the religion and domination of the sword."

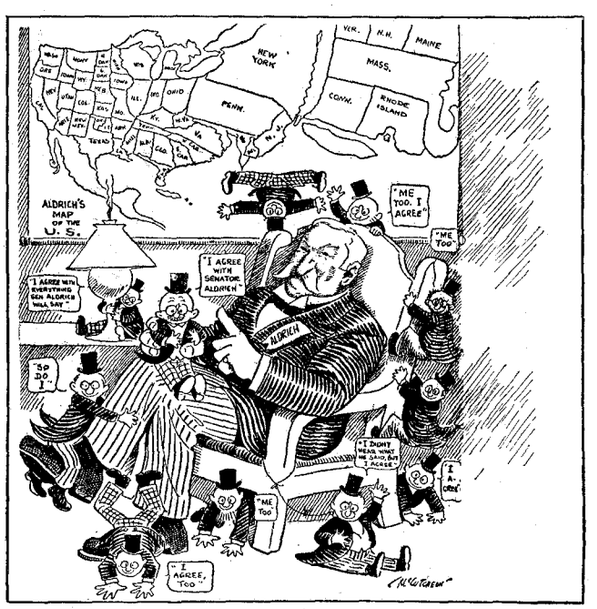
THE WHITE METAL AND THE YELLOW PERIL

THAT "the yellow man with the white money" might, commercially speaking, "cut the throat of the white man with the yellow money," was a possibility perceived and neatly labeled by the late Speaker Reed. According to Mr. Moreton Frewen, an English economist who discusses this interesting phase of the silver question in the pages of *The North American Review* for April, the menace to both England and America of this possibility was never more acute than now, since in the past twenty months the gold price of silver has fallen sixteen cents an ounce. This means an increase of 30 per cent. in the premium which the silver countries of Asia (with their 800,000,000 of inhabitants) must pay for the gold with which they buy the goods of the gold-standard communities. And this, says Mr. Frewen, spells conditions "perilous, perhaps even fatal, to our Western civilizations." For while in England and America both wages and the cost of living have been steadily climbing, in Asia neither of these factors as measured in silver, has changed during the last thirty years. As another has put it, "the yellow races with white money—money cheapened by white legislation—hold us industrially at their mercy." Mr. Frewen explains the situation in the following sentences:

"For two thousand years and more, the Asiatic has absorbed silver. His 'divine hunger' is for that metal; it represents his labor, his capital, his conditions of work and sacrifice. Thus, when silver and the silver exchanges fall, then for every Asiatic desiring to buy our goods, gold and our gold prices have automatically advanced and his power to purchase from us is proportionately reduced. Since 1896, owing to the metallic inflation of our currencies occasioned by the abundance of the new gold supplies, gold prices (and wages) in the West have been rising with unexampled rapidity, while silver prices and wages in the Orient have slightly receded. This price condition must of itself greatly contract the purchasing power of the Asiatic from gold-standard countries; but, when to this is added the fact that there has been also an unprecedented fall in the exchange value of his money, a fall of almost 30 per cent. in the past twenty months, is it wonderful that our export trades to Asia should be in a state of collapse and that the 'open door' of Asia is now a door that opens only outward? . . . . . .

"Only thirty-five years ago the Hongkong Exchange on London was four shillings and twopence; to-day it is one and ninepence. Let me translate this statement from its financial vernacular for the man in the street. A few years ago, then, when a Chinaman wanted to buy English cottons, he bought ten sovereigns—that is, a bill of exchange for ten pounds on London, with thirty-one of his silver taels. To-day, while his labor and his products bring him no more taels than in 1873, he must give seventy-seven taels for this same bill of exchange for ten pounds. Is it any wonder then that notwithstanding the splendid efficiency of the American railroad service to the Pacific and America's lines of well-equipped steamships, yet American exports to the Orient languish—so that San Francisco and Seattle, Portland and Vancouver, which should be emporiums for a vast growing trade with Asia, must content themselves with a mere coastwise business. Such then is the position; to each fresh fall in silver as by an electric contact the manufacturing activities of Asia respond; we have seen the mills in Bombay and on the Hugli, the boot-mills of Cawnpore, a thousand scattered factories throughout China and Japan fostered into profitable life by lower and ever lower exchanges. It is not too much to affirm that in thirty years England has seen the entire character of her trade with Asia revolutionized. The houses of her great merchant princes who formerly imported into Asia the fabrics of England and of Europe are largely in liquidation or have now become exporters instead of importers. . . . . .

"In 1873, the sovereign was worth in exchange with China about three taels, and three taels then paid for one day the wages of twenty-five Chinamen; but now the sovereign is worth nearly eight taels, and wages being no higher, the sovereign exchanged into the currency of China now pays the wages for one day of sixty Chinamen. Is there any doubt that American capitalist captains of industry will, in the next few years, take advantage of such exchange conditions? It is well known that in the Chinese province of Shansi there are vast beds of coal and iron ore as in Alabama in close proximity; that region is an ant-heap of willing unorganized labor, which will be as potter's clay to the hand of a modern trust. . . . It requires little imagination to foresee that the day is near when the United States Steel Corporation will be a great exporter even to American shores of rails rolled in their own mills in Shansi."



SENATOR ALDRICH'S WONDERFUL TROUPE OF PERFORMING SENATORS.

—McCutcheon in the Chicago *Tribune*.

PERHAPS THIS IS THE STANDPATTERS' SCHEME FOR MAKING TARIFF REVISION UNPOPULAR.

—Wilder in the Chicago *Record-Herald*.

THE BOSS.

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A BIG OIL FINE ACTUALLY PAID

ALTHO there was $1,808,483.30 in cash in the automobiles when the Waters-Pierce Company started to pay its fines in the Texas capital, remarks one paragrapher, it can not be said that the outing was a joy-ride. The Texas press, however, seem to feel that if the ride was not a thing of joy to the riders, it was at least a gladdening affair for the rest of Texas. Many of the outside press also take this view of the oil company's final settlement of its penalty for violation of the Texas antitrust laws. "Texas has demonstrated conclusively," says the Baltimore *Sun*, "that there is an effectual remedy for monopolistic abuses when States are determined to assert their rights and to protect the interests of their citizens." "This is probably the most noteworthy instance in the legal calendar of the Federal court upholding a State prosecution on antitrust charges," remarks *The Wall Street Journal;* and the Baltimore *American* rejoices that "at last a subsidiary company of the great Standard Oil Company of New Jersey has paid a court fine and, in making payment, delivered in real cash." *The American* goes on to give a brief history of the litigation in the case. We read:

"The Waters-Pierce Oil Company was prosecuted under the statutes of the State of Texas upon the charge of violating the State antitrust law, and under the decision of the first court a fine of $1,623,000 was imposed. But the case was carried from court to court, and not until the decision of the lower court was confirmed by the court of last resort did the company submit to the inevitable, In the mean time interest on the original fine had been accumulating, until the amount was swollen to $1,808,483.30. The fees allowed by the State to the prosecuting attorney reduced the sum to the amount mentioned as having been turned over by the oil company to the treasury of Texas.

"The case was long drawn out and during its career through the courts it got mixt in pretty extensively with Texas politics. The fame of the Hon. Joe Bailey as a trust-buster has been sadly impaired as a result of efforts which he put forth to shield the Waters-Pierce Company. The subordinate company was once shut out from doing business in Texas, but through the efforts of Senator Bailey and upon the strength of an affidavit made by H. Clay Pierce, declaring that the company had no connection with the Standard Oil Company of New Jersey, it was readmitted. On the seventeenth of next month Pierce must face trial at Austin on the charge of false swearing in the earlier involvement of the company with the courts."

In strong contrast to the news columns of the Texas papers, which give picturesque and large-typed accounts of the final triumph of the commonwealth, are some of the editorial pages, which already are wrestling with the problem of how the money ought to be spent. The Houston *Post* opposes the suggestion of a reduced tax thus:

"To distribute it in the way of reduced taxes, it would mean but 40 cents per capita of population; and of the total amount the corporations and wealthy people would get perhaps half of the total. The entire population would share best under some form of useful expenditure for purposes that are recognized by all citizens as worthy and beneficial. Governor Campbell has an opportunity to add greatly to the credit of his administration by inviting the legislature to cooperate with him in using this money wisely for the benefit of the State."

The Dallas *News* suggests that the fine "be treated as a legacy to the helpless," thus evidencing the "fact that our prosecutions of the lawless are not actuated by the prospect of profit." To read further:

"The procurement of the Waters-Pierce money has not put us under obligation to the helpless; it has compounded an old defaulted obligation tenfold. . . . We might, if our resources had not received this large addition, excuse ourselves for doing no more than deliver the lunatics who are now in jails. But no specious sophistry can excuse us if, the situation being as it is, we do not doubly guard against a recurrence of the present disgrace. We must, in other words, provide against the requirements of the next ten years, at least, those requirements being measured by the fact that within four or five years 300 or 400 insane have accumulated, or been immured, in jails and poorhouses.

"The legislature need not fear that it will incur the charge of extravagance if it is abundantly generous with the helpless."

The McGregor *Mirror* sounds a pessimistic note of warning, denouncing the law which does not include imprisonment with the

THE BIG FINE IN REAL MONEY.

This picture was taken at the State House immediately after State Treasurer Sparks had given his receipt. The fine as paid in was composed of gold and currency. The most interesting package contained 120 ten-thousand-dollar bills.

fine, and presaging that while the oil company is forced to leave the State, "the people will pay the freight." To quote more at length:

"The penalty, without imprisonment, of antitrust-law violation is poor punishment. If the price of the trusts' products could be regulated by law, a mere fine would do; but when they are left to prey upon the purses of the people, it is all bosh—just the same as the people fining themselves for the transgressions of others. Perhaps the wise heads will learn better some day."

JAPAN'S "BOYCOTT" OF OUR FRUITS

RECENT cable dispatches from Yokohama to American papers, stating that the Japanese authorities discriminated against American fruits, have caused much uneasiness among those interested in Japanese trade. The Japanese version of the case, as set forth by the leading Tokyo journals, is widely different from that reported by American newspapers. According to the *Jiji*, the most influential paper in the financial world in Japan, the proportion of American goods rejected under the Health Law was much smaller than that of any other country. The inspection, made by the authorities of the Kanagawa Prefecture at Yokohama, covered the food imports not only from the United States, but from all foreign countries. The respective proportions of rejected goods for four leading countries are given in the following table:

	No. varieties inspected.	No. varieties rejected.
The United States	31	12
Germany	6	3
France	6	4
Great Britain	5	3

It is further stated that the greater portion of the goods which failed to be admitted were canned goods. The British commercial agents and the members of the California Canned Fruit Association at Tokyo, having made inquiries of the Japanese authorities above

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mentioned, exprest themselves as perfectly satisfied with the explanation they received.

The *Yorodzu*, which has considerable influence among politicians and students, commenting upon this matter, regrets that in recent years the Americans have acquired the habit of viewing through distorted lenses almost every action taken by Japan. The Health Law, which is reported by American correspondents in Japan to have long been obsolete, has, the paper assures us, always been enforced among native producers and manufacturers of foodstuffs.

The *Nichi-bei-shuho* (Japanese-American Commercial Weekly), published in New York and widely circulating among the Japanese residents in this country, has an interesting article on this subject. It says:

"Supposing that such a boycott is really started in Japan, what good would it do to Japan? The Japanese imports from America constitute quite an item, but the amount of goods we export to America is overwhelmingly greater. In fact, the United States is Japan's best customer. Besides, our import of California canned fruits is so insignificant that it does not ever form an item in the classified statistics prepared by the Japanese Government. These facts alone ought to be sufficient to convince the Americans of the absurdity of the press reports as to the alleged Japanese boycott on American, and particularly California, goods. . . . The New York *Times* correspondent in Tokyo states that in view of California's ill-treatment of Japanese subjects, the Japanese steamships now plying between San Francisco and the Orient are likely to change their terminus from San Francisco to Seattle. Such a report is equally absurd, for the reason that the said Japanese steamship company, Toyo Kisen Kwaisha, is about to extend its route to South America instead of extending it northward. The misunderstanding of *The Times* correspondent was perhaps caused by the fact that another Japanese steamship company, Osaka Shosen Kwaisha, which has hitherto been interested in the carrying trade exclusively in the Far East, is to open, in June next, a new line between Seattle, Tacoma, and the Far Eastern ports."

As to the report that the Japanese Health Law, which had been a dead letter, was suddenly revived in order to discriminate against American articles, the *Nichi-bei-shuho* thinks that while the law has always been enforced to the letter among the natives, the authorities had heretofore refrained from applying it very strictly to foreign goods, toward which they assumed an attitude of leniency out of mere courtesy.—*Translation made for* THE LITERARY DIGEST.

POSTING THE DRUNKARD

DRUNKARDS, near-drunkards, and prospective drunkards will find small comfort in New Jersey's latest stab at the drink evil, remarks one New-York paper in its review of the novel law recently put upon New Jersey's statute-books. This law, which is in reality a system of posting the drunkards of a neighborhood, is thus explained by the Newark *News*:

"The law directs the governing body of every municipality in the State to designate three reputable citizens to be known as a board of protectors for the prevention of drunkenness. The board is given power to proscribe the sale of liquors to habitual drunkards or persons likely to become drunkards, after notice has been given to dealers to that effect. The first offense subjects the dealer to a penalty of $50, the second to a penalty of $100, and the third to a penalty of $200, upon reporting which to the licensing body the license may be revoked perpetually or for a stated period. No action may be maintained, however, unless notice shall have been given to the alleged violator to appear before the board of protectors."

The object of this law is "laudable," says the New York *Tribune*, "and ought to command the approval and cooperation of liquor-dealers themselves."

The new statute "apparently seeks to establish islands of sobriety whereon people with a weakness for strong drink may be legally marooned," remarks the Springfield *Republican*, which goes on to draw a second simile thus:

"If drunkenness be regarded as a disease, the effect of such action in any individual's case might be compared to quarantining or placing one in an isolation camp. But the process of quarantining involves more of an invasion of a man's personal freedom than is contemplated, apparently, by this New Jersey law. The near-drunkard would be placed under a certain restraint, to be sure; that is, he would find himself 'posted' at every saloon bar or club restaurant as an impossible patron. But that would be equivalent to placing him gently but firmly on the island of sobriety in the midst of the social whirlpool."

This step toward the restriction of the drink evil in New Jersey, however, has not softened the criticism of the New York *Christian Advocate* which brands that State as one of the four States in the Union "equally benighted" in which "the people are not allowed to decide whether or not the sale of liquor shall be licensed."

TOPICS IN BRIEF

CASTRO and Abdul Hamid might try refined vaudeville.—*Chicago News.*

How fleeting is fame! A newspaper refers to Judge Alton B. Parker as a former candidate for Congress.—*Washington Post.*

NEWS from Ellis Island demonstrates that foreign lands have heard that Taft was elected.—*Newark News.*

PROFESSOR PICKERING says he can signal to Mars. The Hague Conference should dictate the message.—*Baltimore American.*

IF civilization wishes to prove that it should be allowed to build *Dreadnoughts* it might put a stop to the massacres in Asia Minor.—*Chicago News.*

DON'T worry, Colonel Roosevelt is within a short sail of the scene of the Turkish outbreak in case it calls for the services of a big stick.—*Washington Post.*

THE picture of Grover Cleveland on the new $20 bills will go far toward reconciling Mr. Bryan to the use of gold as a currency medium.—*Rochester Democrat and Chronicle.*

ENGLISH critics say that the American women do not know how to walk. They know enough, however, to keep the women of other nationalities on the run.—*Baltimore American.*

A TOLEDO letter-writer threatens to kill President Taft, Speaker Cannon, and Senator McCarren. The secret service guard about Mr. Taft should be doubled.—*New York Evening Post.*

THE attempt of a Harvard president to get all the books needed for a liberal education into a five-foot shelf is doomed to failure. The Roosevelt writings alone would fill double that space.—*New York American.*

IT is hard to understand the workings of the minds of some of these professors who busy themselves writing books to disprove the Bible and who still want to use the handle "Rev." in front of their names.—*Chicago News.*

THE Sick Man of Europe will try absent treatment.—*Chicago Tribune.*

A MESSAGE to Mars can be sent for $10,000,000, says Professor Pickering. Let's send it collect, and see what will happen.—*Cleveland Leader.*

BRITISH colonies continue to provide *Dreadnoughts* for John Bull with cheerful alacrity, but Germany will wait in vain to hear from Milwaukee.—*Pittsburg Gazette-Times.*

THE new $500 note is to bear the portrait of Salmon P. Chase, and it will be very pleasant and inspiring for us to see that great Ohioan's countenance so often.—*Ohio State Journal.*

AT the same time, while the Yale men are awfully pleased to have an alumnus President, they bear up very well if one omits to mention that he is the first Yale President.—*Washington Times.*

THERE is a man in North Carolina so avaricious that he has arranged to die before an inheritance tax law would go into effect if Congress should pass it.—*Charleston News and Courier.*

NOW that New Zealand and Canada are in line, why doesn't Ireland offer a few *Dreadnoughts* to the mother country? Well—but no. We must suppress our emotions.—*Philadelphia Inquirer.*

SOME of the material that is set forth in the editorial department of some of the magazines and newspapers makes us hope that the day of a pure mental food law will come to pass.—*Augusta Chronicle.*

THE Boston *Herald* objects to snorers in Pullman cars. The trouble about the Boston snorers is that they do not snore musically. There is no reason for a person to snore out of tune; the Charleston snore is rather a harmonious and melodious sound. In New England many people snore when they are talking and that is inexcusable.—*Charleston News and Courier.*

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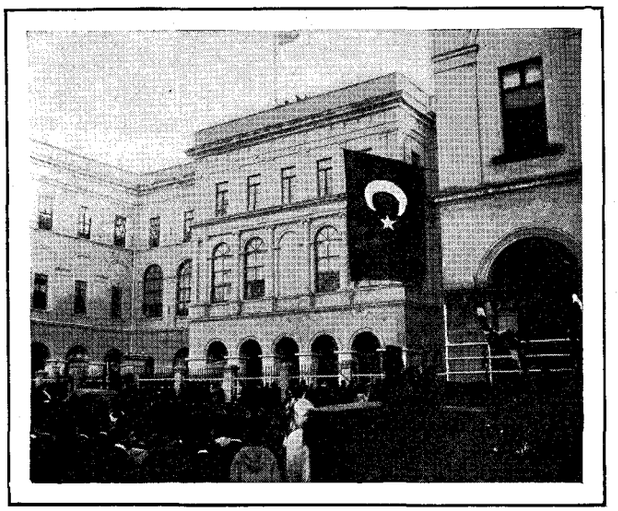
POWER OF THE ARMY IN TURKEY

RELIGION and militarism have always been the two animating forces in the Turkish character, says a writer in the London *Daily Mail*. Parliaments fly to pieces, ministers are deposed, even the sovereign may fall when the prerogatives of the Mos-



THE PARLIAMENT BUILDING IN CONSTANTINOPLE.

lem and the rights of the army are threatened. This statement accounts both for the recent disturbances at Constantinople, and for the present condition of suspense, hesitation, and moderation in which the controlling force, the military, seem to be standing. The Turk is a disciplined soldier and he can carry his weapons without using them. As this editorial writer remarks of "the character of the Turk":

"Above all things he is a soldier, and has never divested himself of the attributes of a soldier. What civilians will do in moments of excitement and danger the soldier is incapable of doing. The soldier uses force under discipline and with deliberate purpose, and knows the danger he has to meet. When his object is attained he sheathes his sword and is a brother once more, as every battle-field has shown. What civilians would have been so restrained in their hour of triumph over an enemy as to return quietly to their homes without reaping in blood and plunder the harvest of victory?"

But resignation to the course of events is also a factor in the Turkish character. The Moslem takes what issues as his fate, and this accounts, in large measure, both for his acquiescence in tyranny and oppression and his stolid quietism in critical moments. Only an attack upon his religion fires his blood. Hence we read:

"Every soldier of the Sultan is a Moslem. No other faith is permitted in the Ottoman Army. Mohammed was a militant prophet and carried the Koran on the point of the sword. But if the sword was sharpened by fanaticism, its edge was tempered by fatalism. And this spirit of fatalism still dominates the Turk, whether soldier or civilian. It reconciles him to whatever conditions Fate seems to impose. Kismet! It is ordained! and he submits to the will of Allah—to be slain or to slay; to live or to let live. Life and death are both good, and both are to be confronted with a calm and equal mind, according to the will of God."

"The Turkish soldier will defend his religion," observes the *Vossische Zeitung* (Berlin), "and maintain the preeminence of the Ottoman race in the midst of foreigners. It was the religious indifference of the strongest parliamentary party in its infatuation for autonomy, that roused his anger."

The London *Saturday Review* thinks that what has been called the second Turkish revolution is the natural result of prematurely conjuring up parliamentary government in a country whose political traditions are in favor of a religious despotism. This opinion is exprest as follows:

"Will the mischievous experiment of planting parliamentary government in national soil utterly unsuited to its growth ever cease? The latest two trials are in Turkey and Persia. In Turkey it has grown a sham, constitutionalism being nothing but government by military intervention, and has been the occasion of disorder with violence, including many murders. In Persia it soon blossomed out into civil war, and now is seeding into anarchy; and it will be lucky for the world if European Powers can keep out of the mess. Can not people learn that parliamentary government is suited to extremely few countries? It can work successfully, or even fairly successfully, only as the outcome of a long historic process. By such a process a parliamentary system in harmony with the character of a people may be evolved."

To give a parliament to Moslems, remarks this editorial writer, is just as sensible as to make a present of the most complicated machinery to the savages of the Pacific islands. These are his words:

"To give it as a ready-made machine to a people who have never known anything like it is about as reasonable as to give an engine and coaches to the cannibals of New Guinea and expect them to work a railway. There are persons who find an infinite virtue in a form of government, no matter whether it works well or badly, or does not work at all. A parliament that fails contents them; an oligarchy or a Cæsarist autocracy that is a brilliant success they will deplore. They see that a parliament works well—at any rate it does work in a fashion—in this country; therefore without further thought they would plant a similar government everywhere. They would put up a Parliament House in the sands of Sahara if they could, and hope for a few stray camels to sit as deputies. They are like certain folk who, having married happily, can never be content till they have got everybody else married. These amiable fools are responsible for more unhappy marriages than are any other, far more than the mercenary match-maker. *Daily-News* cant about freedom and popular government, read earnestly by half-educated fledglings in semi-Oriental countries, has much the same effect as the chatter of these married busybodies on any stray youth or maiden they can pounce upon."

A SQUAD OF TURKISH CAVALRY.

Much more hopeful are the anticipations of *The Evening Standard* (London) with regard to the parliamentary party which "fell

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a victim to its own triumph." This paper asks what the recent events in Turkey will amount to, and says:

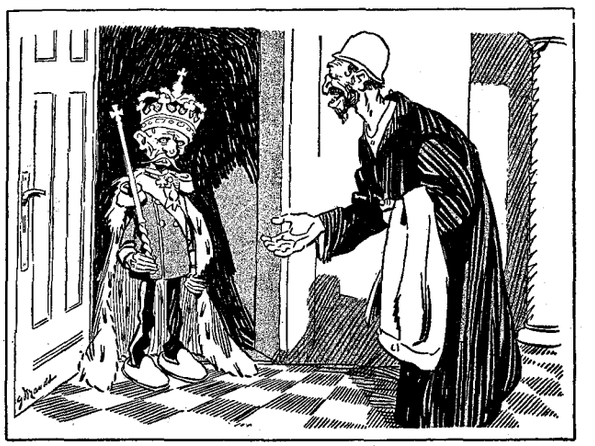
"The answer to that question lies in the lap of Fate. All that we are taught is that Rome was not built in a day. The committee may still be strong enough to resist this invasion of its new-won rights. It weathered the storms of foreign policy. Will it be finally overborne by the gusts of popular dissatisfaction? Will a country which has seen light and a nation which has realized itself relapse into the dark chaos of the pre-Reform era? We can not think that. If the Young Turks, taught a lesson in statesmanship and moderation by a revolt for which they were clearly unprepared, come again with a fresh lease of power, the friends of constitutionalism, liberty, and progress need not regret the ups and downs inseparable from a constitutional convalescence."

AUSTRIA'S NAVAL AWAKENING

"AUSTRIA, after forty-three years of sepulchral torpor amid the ruins caused by military defeat, has come to life again," declares the *Soleil* (Paris), "and has begun to exercise a particularly pernicious activity in Europe." This resurrection of Austria-Hungary is also provoking serious comment elsewhere, and the London papers which have for some time been uttering dire prophecies about the growing naval power of Germany, are at present roused over naval plans of Austria, her ally. England, declares the popular organ *Lloyd's Newspaper* (London), is passing through a severe attack of naval measles, or "Dreadnoughtitis." Surprize as well as alarm has been expressed in the British press over the fact that Austria is to build three ships of the class represented in the British Navy by the *Bellerophon*, the *Inflexible*, and the *Indomitable*. While the Austrian papers deride those who are accused of crying out before they are hurt, they also take pains to explain at length exactly what the naval awakening of Austria-Hungary, means and in a somewhat derisive and ironical communication in the *Pester Lloyd* written by its Berlin correspondent we read as follows:

"The fat is in the fire. Austria-Hungary is going to build three *Dreadnoughts!* Immediately the professional politicians of London make the calculation that in the year 1912 Austria and Germany together will have seventeen such ships, while England will own only sixteen. If these two Powers be taken as a unit, what becomes of England's two-power navy? England's shipbuilding activity must be conducted in relation to these facts. Now it seems to us that no one enjoys all this imaginative prognostication more than the real enemies of England, for they must be forced to the conclusion that it is impossible for people in London to arrive at an understanding of the real situation of affairs in this connection. Are these Austrian *Dreadnoughts* to be looked upon as a means of attack by which England will be forced to dispatch a portion of her North Sea fleet to the Mediterranean, and not rather to be regarded as merely weapons of defense, a means of giving new strength to the Hapsburg monarchy? England may build as many ships as she chooses. No one has a right to challenge her right to do so. But she should leave off giving as her excuse the machinations of others, whose hostility she has not the slightest ground for alleging."

THE PUPPETS OF MARS.
—*Mucha* (Warsaw).



THE RAGMAN IN BELGRADE.
"Any old rags?"
—*Kladderadatsch* (Berlin).

The real and profest aims of Austria in her naval scheme are explained by Ernst Manner in the *Neue Freie Presse* (Vienna) and by the editor of the *Preussische Zeitung* (Berlin). The latter journal dwells more especially on the "services which the German Empire has rendered the Austrian monarchy" as naturally calculated to spur on Austria "to accelerate the completion of the vessels planned." Mr. Manner in the official Austrian organ gives a plain and businesslike statement of the reasons that have induced his Government to adopt the new naval program. He speaks of Austria's need of battle-ships (of which she has built none since 1903) as being very real, if only to save herself from such indignities as the recent Turkish boycott. Thus we read:

"Austria-Hungary is a mixt empire with a population of 50,000,000. The yearly increase of this population is reckoned at 500,000 souls. The kingdom stands as a sort of watch-tower over the East. This enviable geographical position, which is so favorable in prospective advantages, lays responsibilities upon Austria which she can not repudiate. Of these responsibilities the most important is that of promoting civilization and order among the secluded and oppressed regions of the Near East. But it is only through the pioneer work of armed intervention that this work of civilizing can prove permanently successful. Our military predominance on land has recently enabled us, after long and hazardous stagnation, to make decided steps in advance. This advance must now be demonstrated in our activity by sea."

Austria is now a great Power in the Mediterranean. She must take measures to maintain that position. It is poor economy for Austria-Hungary to run the risk of being insulted by other Powers, and crippled in her trade, merely because she will not spend money in building more war-ships, and these of the newest type. In the language of Mr. Manner:

"Already, since the development of our coastal advantages, we are recognized as a great Mediterranean Power. Our flag must necessarily fly wherever there is need for our naval self-assertion. Those who earnestly assert that a naval fleet is a very extravagant luxury quite mistake the signs of the times. If in addition to a powerful army we had also possest a navy that commanded respect, does any one believe that the Turkish boycott would have occurred? Never. We should at least have been spared that affront."—*Translations made for* THE LITERARY DIGEST.

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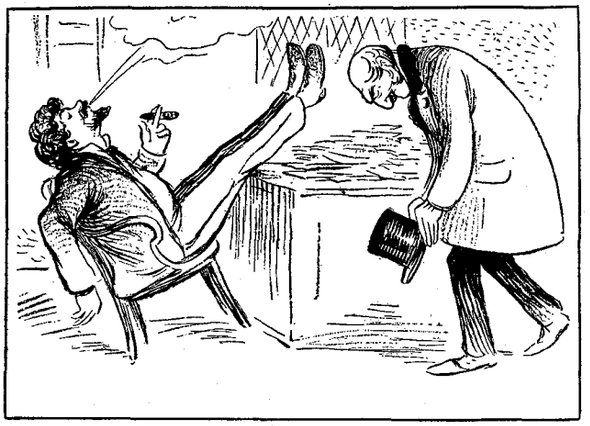
CRY FOR CONFISCATION IN FRANCE

ARE we to see in France the days of Louis XVI. return? Then it was monarchy sacrificed in a flood of slaughter to republicanism. Now we are told republicanism is to be sacrificed to anarchical socialism. The strikes which are going on all over France are carried on in a most methodical manner, and meetings and councils in all the principal industrial centers are engaged in a zealous propaganda of rebellion. The government officials and employees, postal officials, school-teachers, even soldiers, are shouting for the demolition of the present political constitution and the erection of something which they profess to think better.

Their program is stated in their organs as follows:

"*Workingmen, peasants, toilers in factories and foundries, workers in offices and in fields, unite, and become the power you really are! We wish for the organization of those without property in order that they may seize and confiscate all the common property of society.*"

The Paris press is filled with the discussion of this question. The great ministerial organ, the *Temps*, declares that "there are



AFTER THE STRIKE IN PARIS.

EMPLOYEE (on resuming work)—"Come in, Mr. Director, you're not intruding." —*Rire* (Paris).

traces of serious disaffection among those classes whose loyalty to the Republic has never hitherto been questioned," and this paper does not hesitate to blame the ministry and the Government for this deplorable condition of things. It is their remissness which has permitted to prevail what is really "the spirit of revolution." To quote further:

"We suppose we must wait with resignation until the Government makes up its mind to govern. Perhaps the time will come when the very instinct of self-preservation against this swelling flood of anarchy will force these cowards to shake off the torpor of inaction. Our only fear is that in order to eradicate an evil which could easily have been prevented by proper prophylactic treatment, the powers that be will find themselves driven to use the red-hot iron of vengeance."

The important Republican organ, the *Petit Parisien*, declares:

"The army of malcontents increases daily, ready to attach themselves to any extreme party, right or left, which advocates violence. If the gallant democracy of France lose their faith in the lawful Republic, if the Parliament, elected by the people to manage public affairs and to proceed resolutely but methodically on the road of social reforms, sees its influence gone, what will happen next?"

The *Gil Blas* (Paris) speaks in these strong terms:

"Let political convulsion come, as it possibly may. It would not be the first experienced by France. The only way of softening its violence is to have no fear of it. A resolute people, supporting

THE NEW "TERROR."

SPIRIT OF THE FRENCH REVOLUTION—"Well, comrade, is it the old cry again—'*À Bas La Noblesse*'?"

MEMBER OF THE PARIS GENERAL STRIKE COMMITTEE—"No, we've got beyond that now; it's '*À Bas La Patrie*'!"

—*Punch* (London).

a government at once active and powerful, can defy these political earthquakes."

Of those who are likely to join the army of revolution Mr. Hervé says that many besides those at present in evidence—"the active army of the proletariat"—will prove "the most ardent in battle." These he styles the "reserves of the army." In his newspaper, the *Humanité* (Paris), Mr. Jaurès gives us to understand that "officers of the army are adherents of Socialistic doctrines."

The Monarchical and Clerical *Figaro* (Paris) remarks:

"If any one twenty years ago had predicted that a time would come when the Government of the country, ever growing more dis-

CORDON OF CAVALRY IN THE CITY HALL SQUARE OF MERU.

During the revolutionary strikes. —*Illustration* (Paris).

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credited and degraded, would permit the labor-unions thus to confederate, to organize themselves before their very face, and even with their connivance, that there would take place a general insurrection of the working-classes, something more dangerous to the state and to society than has ever yet assailed such institutions, no one would have believed him. And yet this horrible nightmare has to-day turned out to be a reality. It is a short step from a strike among public functionaries and a strike of the Army. We have no doubt whatever that this step will soon be taken, because the Government has neither the sense nor the strength to prevent it."—*Translations made for* THE LITERARY DIGEST.

WHY BREAD IS DEARER IN ENGLAND

THERE is great outcry in England over the high price of wheat and the resulting dearness of the poor man's loaf, coincidentally with the same condition in this country. But it is noticeable that the British do not blame Mr. Patten for it. Many circumstances, we learn from the London press, have conspired to make wheat scarce. The area of the wheat-consuming world is becoming wider, but as a compensation wheat is being produced in ever-increasing quantities. Russia, India, Canada, and Australia all feed the London wheat market, and altho a sympathetic change has resulted in Europe from the state of the Chicago quotations, everything must not be laid at the door of Mr. Patten and his confederates. The editor of *The Mark Lane Express*, the leading London agricultural organ, attributes to several causes the rise in the price of wheat, and remarks:

"Whether there has really been a 'corner' in wheat or whether Mr. Patten only showed astuteness in sizing up the position of the grain trade is a question which is hardly worth discussing here, tho the fact remains that he has made a huge fortune in buying wheat for future delivery.

"Naturally this is a very real source of anxiety to all people in this country. Apart from any questions of manipulation of the American markets by a single operator or a clique, with the object of driving prices to a fictitious level, it can not be denied that the tendency has been for many years in this country for wheat and flour, and consequently bread, to get dearer. No doubt the manipulations in America have done a great deal to excite the wheat markets of the world; but the whole cause of the recent advances in this country is not to be found in the manipulations in the pit at Chicago, but rather in the shortage of supplies and the absence of stocks in this country.

"It is reckoned by the best authorities that at the present time the visible supply, in round figures, is 3,000,000 quarters less than it was twelve months ago, and it is to this fact that the recent increase in price must be ascribed. It is made up in this way: Farmers' holdings, 1,000,000 quarters; merchants', 1,450,000; and on passage, 3,870,000. Total, 6,350,000, as against 9,350,000 at the corresponding date last year. Against this shortage there is a surplus of nearly 1,500,000 quarters in the United States, but over there values are so big that none of the wheat is likely to come here until well over 40 shillings per quarter can be got for it on this side."

He even goes so far as to see in the dearness of bread an inducement to farmers to revive the cultivation of wheat in Britain, instead of leaving the country to live on imported cereals. This eminent specialist speaks on this point as follows:

"It can not be denied that a regular price of 40 shillings the quarter for home-grown wheat would act as a great stimulus to arable farming in this country, and that large areas of land which were allowed to sow themselves down to grass during the last two decades would again become available for wheat-growing if prices remain at about the level indicated. From the farmers' point of view it would be a great advantage for wheat to remain steady in price at about 40 shillings the quarter, and this figure would not unduly press on the town-dweller, for bread would be little if any dearer than it is to-day, certainly not more than a halfpenny a loaf."

This opinion is echoed by the London *Daily Mail*, in which we read of the rise of the price of wheat in its effects on the farmer:

"Every shilling by which it rises will put five shillings an acre profit into the pocket of the farmer. Agriculture will revive, and there will be a return movement from the cities to the land. From the national standpoint such a result would not be undesirable. Cheap food is not the end of life, and it may be very dearly purchased by losses in other directions. We are awakening to the dangers which arise where the state leads a one-sided life."

Most optimistic is the comment of *Lloyd's Weekly News*, which says:

"We may grumble at the higher prices we are called upon to pay for the necessaries of life. But our grumbling may be sweetened by the thought that higher prices mean increased prosperity for an important class—once the most important class—in our social economy. The circumstances of our position as an Island Power have compelled us to seek our food when and where we can get it at the cheapest rate. The agricultural classes have loyally accepted that position, and they have turned their attention to the supply of those articles of food which must be grown on the spot, and which can not be carried long distances. But if the time should come when we should be compelled to ask the British farmer to return to the production of cereals once more, we have not the slightest doubt that he would not be found wanting when that call was made."

In referring to the Chicago speculators, the London *Times* broaches the opinion that the increased consumption of wheat alone makes the cornering of the wheat market a feasible operation. To cite a recent editorial:

"Wheat consumption is steadily overtaking wheat production. As the margin narrows, smaller and smaller causes will produce large fluctuations in price, and we shall be more and more at the mercy of the Chicago corner-man. Later still, if the wheat-eating population of the world goes on increasing at its present rate, the struggle for existence will bring worse things than a rise in the price of bread."

"It is in fact evident," declares the London *Economist*, citing the same reasons, "that the high prices now being charged in London must be attributed to other causes than the Chicago manipulation." Nevertheless, observes the London *Chronicle*, "the gambling in America has some share in the fact" that bread is dearer. America should follow the example of certain European countries in checking this gambling, we are told. What France and Germany have done in this matter is thus stated:

"In France and Germany there are thoroughly effective regulations directed against gambling in the food of the people. In Germany a law was enacted thirteen years ago which prohibited 'term' or 'option' trading in grain or mill products except upon application to the Bundesrat, and then only on conditions prescribed by that body. By a later law the restriction was strengthened, the issue of licenses being confined to (1) producers and consumers of the actual goods to be dealt in under the license; and (2) merchants or registered commercial organizations whose line of business includes the purchase or sale of or loans upon grain or mill products. Even these classes can deal only on conditions which exclude the mere gambling element. In France the restrictions are hardly less effective, and it is, by the strangest irony, the great democracy of the West that is left an easy and absolute prey to the gambler in food."

It will be seen from the following statement of the London *Times* (April 20) what were the current prices of wheat and bread commented upon above:

"There was a general advance of 3d. per quarter on last Friday's prices for wheat at the Corn Exchange yesterday, and the market was expected to remain firm for some time. This makes a total rise of 2s. or 2s. 6d. in ten days. The top price was 48s. 6d. for No. 1 Manitoba wheat, and large sales of other kinds were made at 45s. to 46s. per quarter. . . . . .

"The threatened advance in the price of bread in London took place yesterday. As far as could be gathered, 6½d. per 4-pound loaf was the *minimum*, and in many shops 7d. and even more was charged. The retailers asserted that the margin of profit even at 7d. was very narrow, and that if the price of flour continued to advance an additional halfpenny might have to be demanded."

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OVEREDUCATING CRUDE BRAINS

THAT we are attempting to force too many different types of brain through the same course of training in our schools, and that we should pay more attention to racial factors in our public education, is asserted by an editorial writer in *The Interstate Medical Journal* (St. Louis). Is it not possible, he asks, that with the lower races flocking here, we are making the same mistake as with the Indian and negro—trying to train a kind of brain which does not exist? He goes on:

"Every now and then there is an unwise assertion that the educational system is a failure, and a demand is made that it be replaced by an industrial education as at Tuskegee—the school to take the place of the old-fashioned apprenticeship and the graduates turned out ready to make a living—a stride toward Socialism. Yet there is just enough anatomical basis for these criticisms to cause us to pause and determine whether we are correct in thrusting higher education upon those unable to accept it, and whether the money had not better be spent upon the lower grades beyond which such a huge proportion of children never pass, reserving the higher courses for the few able to pass rigid tests as to ability. Perhaps a study of ethnic types in the high schools, colleges, and universities will throw light on the subject. It is a huge, uncultivated field bound to give rich returns, as we may find that most of the types in the higher schools are descendants of immigrants from countries where there is a large number of higher schools per million of population, and that our lower types have no use for the higher schools for the same reason here as in Europe—inability to use them.

"At least one thing is certain—the extreme necessity of training what brain exists in each little citizen. The public-school system must be developed more and more. But we must strongly combat the popular delusion that such education causes an effect in the way of increased number of cells and fibers, for Donaldson ('Growth of the Brain') shows that the cells cease their multiplication before birth. Even if there were an increase, there is no evidence that such acquired characters are ever transmitted. Pedagogs quite commonly assert that education for two or three generations will markedly increase the intelligence of the descendants, but there are no facts whatever upon which to base such an opinion. Indeed Greece was on the down grade at her greatest pedagogic period. Education is a process of making a better society of the material at hand by enhancing the economic value of each unit—eugenics does not enter the question at all. In Europe, apparently, it is intelligence which is developing education, and not education which has evolved the larger and better brains which characterize the higher races."

But does the perpetuation of American institutions, the writer goes on to inquire, demand an education which was not obtained by the men who created those institutions? Will not the men with brains rise without prolonged education, as did Franklin, Lincoln, and Garfield? Of course no one doubts that our self-made men would have been better off for more schooling; but are we not injuring too many boys by thrusting on them a training of which they are unable to profit in the struggle for existence? Says the writer:

"Thousands are starving in all the professions, who should be on the farms like their ancestors, raising healthy country lads instead of anemic, under-fed city weaklings. The 'failures' have muscles for mechanical work, but not brains for intellectual labors, and if the muscles had been properly trained, they might not have been 'failures.' Percherons are not trained for the Derby, and our pedagogs may find therein why such a small percentage of children who enter a high school are able to graduate.

"The great discussion now going on as to the large percentage of 'backward' children in the public school, might end if it is shown that they are as far advanced for their age and brain as they should be, and that forcing them on may be injurious. In other words there is a danger that pedagogy, unchecked by ethnic brain studies, may lead itself astray unless each child's abilities are studied as carefully as a horseman studies a colt's, and then training adopted to suit each individual, for no two boys are exactly alike. Surely brain anatomy deserves more study, as it does seem that the medical profession is bound to become a powerful sociological instrument in more ways than the mere cure and prevention of disease."

ENGINEERING ADVERTISING

WHAT newspaper men call "write-ups"—exploitations of some machine, method, or product under the guise of ordinary reading-matter—are handled without gloves by a writer in *The Mining and Scientific Press*, as quoted in *Engineering News* (New York, April 8). Such advertisements in disguise are merely commercialism in a scientific or technical garb, impertinences that should not be tolerated in the company of legitimate articles on science or its applications. Says the paper named above:

"In the daily press you find yourself reading a paragraph that begins with a seductive reference to the 'grandeur that was Greece or the glory that was Rome' and ends by recommending Snooks's soap. In the financial press you become absorbed in a picturesque account of South-African mining only to discover that you have been inveigled into a consideration of the opportunity for sudden wealth presented by the shares of the Great Bullion Extended Mining Company in Southern Nevada. In a technical paper you plunge into a turbid description of pumps and their work in mines, to find that the purpose of the article is to recommend the Jones centrifugal pump manufactured by the Jones Company, of Jonesville, Tenn. . . . . .

"But beside the cruder form of this insidious method of gaining publicity without payment, there are unaffected descriptions of manufactured products that appear in trade and technical papers. Thus the write-up becomes a specious indorsement of one advertiser's wares at the expense of the other advertisers, and eventually it is to the detriment even of the favored individual. For it is obvious that if a 'write-up' is not as trustworthy as matter coming from an unprejudiced source, then it lessens the interest of the reading portion of the paper and renders the advertising less valuable. There is no escape from this conclusion. . . . . .

"It comes to this, that anything which lessens the interest of the reading-pages tends to hinder the purpose of the advertising; protect the reader and you safeguard the advertiser, for no one that has become annoyed or displeased with the reading-matter is likely to spend much time over the advertisements; on the contrary, it is the satisfactory character of the articles that will cause a reader to hold a paper in his hands long enough to turn over the pages of advertisements."

The writer regards it as the editor's duty to protect his reader from this kind of thing. In so doing he advances the best interests of the advertiser, by giving the latter the best opportunity to win the reader's attention. Further:

"Not content with self-laudatory paragraphs, some manufacturing firms employ technical men to write articles for publication, in which the principles underlying certain types of machinery are specially advocated, so as to prepare the way for the reception of a recommendation of the machines themselves. Of course, there is no reason why the inventor or the manufacturer of a machine should not tell the truth in an interesting way, and it happens often that information concerning processes and devices can be obtained only from such sources. In that case, the position of the author should be frankly stated; it certainly would be deemed a courtesy to the reader and would tend to inspire confidence. Any feature of the reading-pages that wins the confidence or commands the respect of the reader, by so much increases the value of the service given to the advertiser.

"Is this Utopian and impracticable? We trust not. It is sound business, not poetry. The practise of recommending mining stocks and puffing companies in the editorial columns because they advertise their prospectuses on another page has died out in America, that is, among journals of any standing. In London the mining-papers are still subventioned in various ways; the mining-company pays for an account of its meeting, for the publication of reports, for reprints of the speech made by its chairman, and for sundry

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other ways in which it gets favorable publicity; the papers distribute praise or blame, or maintain an ominous silence, according to the amount of advertising taken with them. Paid matter appears in the heart of the reading-pages, the right hand watches the left, the business department and the editorial are partners in a sordid business. And what is the result? The advertising-pages have scarcely any value. Why? Because the reading-matter is unreliable. There you have it."

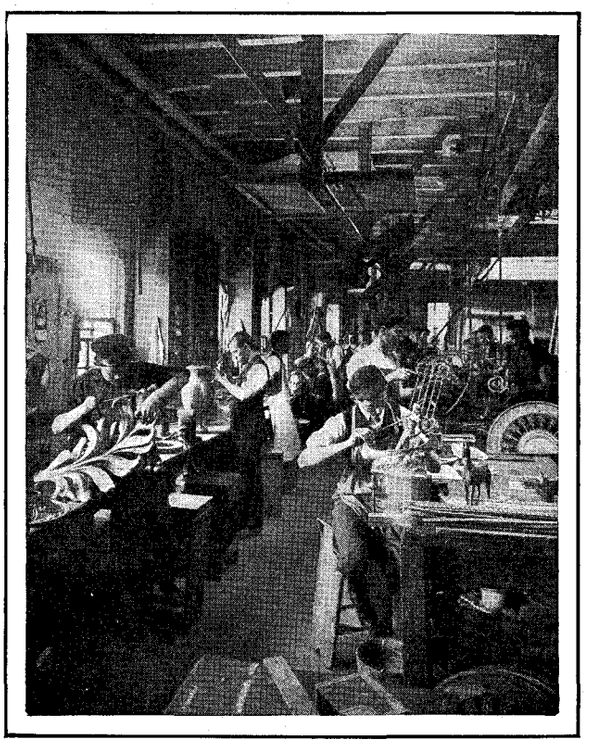
DEATH IN DUSTY TRADES

THAT 22,000 lives would be saved annually in the United States alone, if we could eliminate deaths from lack of ventilation in factories where certain dust-producing operations are going on, is averred in Bulletin No. 79 of the United States Bureau of Labor (Washington, 1908). The same intelligent ventilation, resulting in proper dust-removal, would lower the death-rate from tuberculosis from 2.2 to 1.5 per thousand, or about one-third. Taking this disease alone, it is found that while 4.8 per cent. of deaths from all causes among males over fifteen years of age in the United States are due to it, the death-rate from the same disease in dusty occupations ranges from 24.8 per cent. for vegetable-fiber dust to 36.9 per cent. for metallic dust. The highest mortality from this cause is that of grinders, among whom 49.2 per cent. of all deaths are from tuberculosis. While the death-rate from consumption for males between the ages of 25 and 34 was 31.3 per cent. of the total, it was 47.6 per cent. among men exposed to mineral dust, 57.2 per cent. among those exposed to metallic dust, and 53.3 per cent. among those exposed to animal and mixt fiber dust. Says Frederick L. Hoffman, in his general introduction to the Bulletin:

"It requires no extended consideration to prove that human health is much influenced by the character of the air breathed and that its purity is a matter of very considerable sanitary and economic importance. Aside from the risk of exposure to so-called air-borne diseases, the pollution of the atmosphere by organic and inorganic dust is unquestionably the cause of a vast amount of ill-health and premature mortality, but chiefly among men and women engaged in the many indispensable trades and occupations that minister to human needs.

"The sanitary dangers of air contaminated by disease-breeding germs are probably not so serious as generally assumed, while the destructive effects of the dust-laden atmosphere of factories and workshops are a decidedly serious menace to health and life. While the investigations of Dr. McFadden and Mr. Lunt seem to prove the paucity of bacteria in very dusty air, the evidence otherwise available is entirely conclusive that the risk of disease-infection is much greater indoors than out in the open, where sunlight, rain, and wind in combination go far to purify the atmosphere by destroying the bacterial life contained in minute particles of suspended matter. Apart, however, from the transmission of disease through a dust-contaminated atmosphere, dust in any form, when inhaled continuously and in considerable quantities, is prejudicial to health because of its inherent mechanical properties, destructive to the delicate membrane of the respiratory passages and the lungs.

"It has long been known that those who live most of their time out of doors have a decided advantage over those who, because of their employment, are compelled to spend their working-hours inside the home, the office, the factory, or the workshop, and it is an accepted axiom of modern sanitary science that measures and methods for the prevention of dust are a first and preliminary essential consideration in rational methods of sanitary reform. All that sanitary science can suggest or that sanitary legislation can regulate and change should be done for humane reasons and as a matter of governmental concern to mitigate the needless hardships of those who suffer in health and life as the result of conditions over which they themselves have but a very limited control."



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LINING THEIR LUNGS WITH BRONZE FILINGS.

Skilled metal-workers who are proving that art is long but life is fleeting.

Photograph by Brown Brothers, New York.

CARVING TOMBSTONES FOR OTHERS; HASTENING TOWARD HIS OWN.

The chisel produces marble dust that fills the lungs and shortens life.

The term "dust," as here used, is of somewhat wide application, including, to quote a lecture by Dr. B. W. Richardson, all fine solid particles thrown off in the manufacture or treatment of such articles as earthenware utensils, knives, needles; mechanical instruments, like files or saws; ornaments of pearl, ivory, and turned wood; wearing-apparel of silk, cotton, hemp, fur; foodstuffs such as flour, fuels such as coal; or luxuries like tobacco and snuff. His classification is as follows:

"(*a*) Cutting dusts, formed of minute hard, crystallized particles which have sharp, cutting, and pointed edges. These dusts are composed of iron or steel, of stone, of sand or glass, of dried silicates in earthenware, of lime, of pearl.

"(*b*) Irritant dusts, derived from woods, from ivory, from textile fabrics, fluffs of wool, of silk, of cotton, of flax, and of hemp, from hair, from clay.

"(*c*) Inorganic poisonous dusts, derived from some poisonous

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chemical compounds used for coloring artistic products, or for preserving organic substances, such as furs. These dusts are charged with arsenical salts.

"(*d*) Soluble saline dusts, derived from soluble crystalline substances used for dyeing purposes. The sulfate of iron, copperas, yields a dust of this class.

"(*e*) Organic poisonous dusts, which are thrown off during the making up of tobacco into cigars and snuff. These dusts carry with them particles of the dried tobacco-plant.

"(*f*) Obstructive and irritating dusts composed of carbon, of fine particles of coal dust, of scrapings of carbon or of soot, of dust of rouge, and of flour.

"Whatever may be the kind of dust to which the workman is subjected, to whichever of the above named he may be exposed, the primary cause of danger lies in the circumstance that the fine particles are borne by the air into the lungs. They pass, wafted by the air, through the mouth and nostrils into the windpipe; they pass along the bronchial tubes; in some instances they reach and traverse the bronchial passages which lie between the larger bronchial tubes and the minute air-vesicles, or they even reach the air-vesicles themselves."

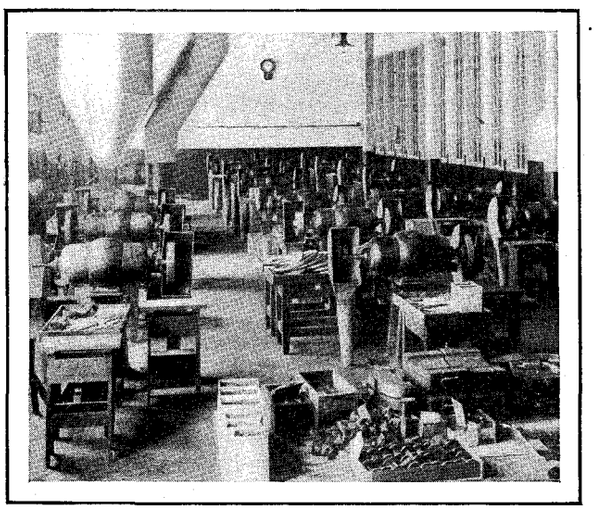
The remedy lies in removing the cause; in other words, every kind of dust produced in manufacturing process ought, as far as practicable, to be removed from the atmosphere in which the work-people are present, no matter whether it is known to be dangerous or not. To quote from a lecture by Dr. J. S. Haldane, F.R.S., cited in the Bulletin:

"The reason for this is not only that dusty air is, at the best, unpleasant to breathe, but that when dust is present the clothes, skin, and hair become dirty, untidy, and uncomfortable. This inevitably tends to lower the social status and self-respect of work-people if, at any rate, they have to go back to their homes in the same untidy condition. Where dust and dirt can not be avoided the provision of overalls, or of means of washing and changing clothes on leaving work, is extremely desirable. . . . . .

"In many cases the best way of dealing with dust is to prevent its formation altogether. This can be effected by substituting wet for dry processes, and, fortunately, much of the most dangerous dust can be dealt with in this way—in particular the dust from disintegration of hard stone or steel. . . . . .

"When dust-formation can not be avoided, its escape can sometimes be prevented by entirely boxing in the dusty process. Where the dust is itself the product of the process, as in the grinding or breaking up of material, efficient boxing-in is an advantage to the process itself as well as to the persons employed in it.

"In most cases it is unfortunately not possible either to prevent the formation of dust or to box in the dusty process completely, and the only method available is to draw the dust by means of an air-current."



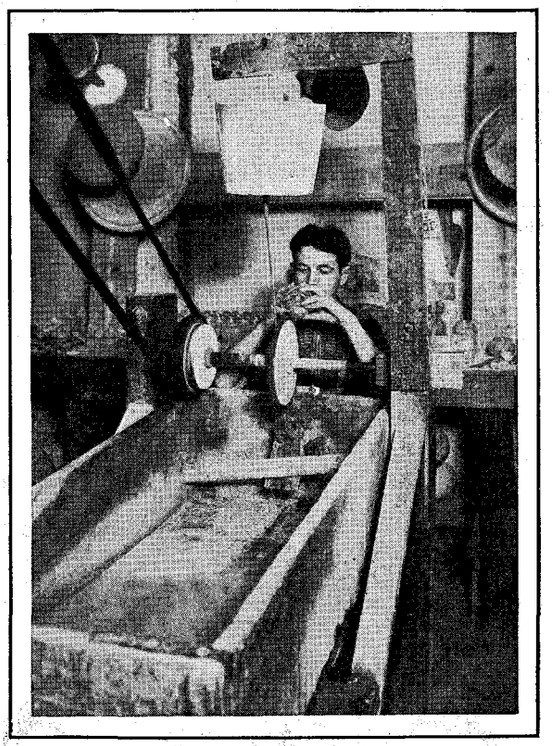
Courtesy of the Museum of Safety and Sanitation, New York.

EMERY WHEELS EQUIPPED WITH SUCTION HOODS,

Which carry away the dust. The General Electric Company thinks its workmen are too good to lose, and has adopted this way of keeping them above ground.

TOO MUCH DISINFECTION

THE Paris municipal authorities are nothing if not thorough. We all remember how in Poe's story of "The Purloined Letter," the Parisian police took chairs to pieces, ran long needles through the upholstery, and examined the floor-cracks microscopically—all to no purpose. In an article on "The Abuse of Disinfection in Paris," a writer in *Cosmos* (Paris, April 3) charges the health officials in that city with much the same kind of useless minuteness. He says:



WHAT A JET OF WATER WILL DO.

This glass-cutter keeps his system from filling up with ground glass by the simple use of a water pail and a small pipe.

"At one of the last meetings of the Hospital Medical Society, Dr. Comby opposed the obligatory declaration of measles and the resulting disinfection. Floors and walls are washed, utensils are ground to bits, bed-clothing is sent to the oven, etc. Families are tired out, bothered, and enraged, all to no purpose. Measles, among all contagious diseases, is the last to demand disinfection.

"In fact, it is contagious before the eruption, but its contagiousness lasts only a short time; outside of the organism the microbe does not live; it can not persist on walls, floors, or furniture. Disinfection is therefore useless.

"About a dozen years ago, Graucher succeeded in preventing the Academy from including measles in the list of diseases for obligatory notification. In 1903, during his absence, the disinfectors returned to the charge and the Academy yielded. The result for the public is an abuse of disinfection, without object, troublesome and burdensome.

"Mr. Courmont, who directs disinfection in the Department of the Rhône, has asked that measles be excepted, and Professor Lemoine, of Val-de-Grace, is no less convinced of the uselessness of disinfection for this disease. He even goes further and expresses doubt of the value of the disinfection of localities for other contagious diseases. As Fiessinger has said, the danger is in the throat and nasal passages of the patient—and they disinfect the furniture!

"At Paris, the municipal disinfection, which is very costly, has not produced results. It has not prevented the propagation and multiplication of contagious diseases. There has never been so much scarlatina, measles, and whooping-cough. Diphtheria alone has lessened, but this is due to the serum treatment, not to disinfection."—*Translation made for* THE LITERARY DIGEST.

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OXYGEN FOR ATHLETES

THE use of oxygen in sports, to enable athletes to make greater effort without fatigue, is explained by Dr. A. Cartaz in *La Nature* (Paris, April 3). The effect seems undoubted; whether such aid in a contest should be regarded as legitimate, however, is another matter. Experiments in France, England, and this country have shown that athletes can make new records with this treatment, swimmers can cover distances heretofore deemed impossible, and in one case a broken-winded horse was enabled to take a steep hill at a gallop, and reached the top ready for more. Dr. Cartaz tells the reason for all this as follows:

"All effort involves a tension of the muscles of the neck and thoracic cavity, and a slowing up of the respiratory exchanges, which finally results in discomfort. The hill-climbing cyclist begins to pant; less when he is young than when he is old, less when his lungs are sound than when he is asthmatic; less when he is in good training than when he is not. One gets out of breath when running; and if the speed is too great, as in the final spurt of a race, respiration fails and the runner feels faint.

From "The Illustrated London News."

BRITISH ATHLETES INHALING OXYGEN BEFORE A GAME.

"This is because the phenomena of respiratory combustion are no longer taking place under normal conditions. We breathe daily 10,000 liters of air, which circulate in the passages of the lungs and exchange the vital gas, oxygen, for the waste gas, carbonic acid. This air contains about one-fifth its volume of oxygen, of which we retain about one-quarter, exhaling in its place an equivalent amount of carbonic acid. This penetration of the oxygen, which becomes combined with the red blood-corpuscles, and this throwing-off of carbonic gas, go on uninterruptedly with each respiratory movement. But in violent sustained effort, the exchanges no longer occur regularly; insufficient oxygen is taken in and too much carbonic acid is retained. The same thing takes place in diseased conditions when the heart and lungs do not work normally and phenomena of asphyxia, more or less rapid and more or less pronounced, take place. To relieve this asphyxia by the respiration of pure oxygen, larger amounts of the gas than are obtainable from the atmosphere are introduced.

"In violent exercise the period during which respiration may be modified without discomfort is markedly prolonged by inhaling a few breaths of oxygen. The experiments of Messrs. Hill and Flack show this clearly and are very interesting. The moment when the respiration becomes labored accords with that when the carbonic acid reaches the proportion of 5 to 7 per cent. in the atmosphere; now if only three inspirations of oxygen be taken by a subject in this irrespirable atmosphere, we may raise the amount of carbonic acid by 1 to 3 per cent., that is, to 8 or 10 per cent., before respiratory discomfort sets in. Thus the difficulty of breathing experienced by runners and all those who are making violent efforts, ought to be relieved by oxygen. And experiments show that this is the case; by causing runners to breathe oxygen, in tests at the London Hospital, results similar to those obtained with sick persons were reached; the runners performed their tasks in conditions of ease and comfort that would have been otherwise impossible, and reached the finish as fresh and fit as after a run of a few seconds. One of the contestants inhaled oxygen for two minutes at the start and traversed a quarter of a mile in 50 seconds instead of 58, which is the habitual time in ordinary conditions.

"Similar results have been obtained with swimmers in America, and with athletes or professionals of various kinds. Mr. Flack, who accompanied the swimmer Wolffe in his attempt to cross the Channel, is convinced that he would have succeeded if he had consented to breathe a little oxygen. . . . The results are the same with animals. A horse five years old, formerly used on a street railway, a little broken-winded, but strong and active, climbed a long hill, attached to a carriage, in 3½ minutes; on reaching the top he was panting, breathed with difficulty, and it was necessary to let him rest and go down at a walk. The same exercise was repeated after administering oxygen for ten minutes, and the hill was climbed at a gallop in 2 minutes 8 seconds; the breathlessness was less marked and the descent was made at a trot.

"Examples could easily be multiplied. The influence of oxygen on the activity of respiratory combustion has been utilized, as I have said, in therapeutics, to remedy the symptoms of asphyxia resulting from the retention of carbonic acid. The same favorable effects should be produced, and with still better results, with young subjects of good health, when the retention is only temporary. Oxygen may therefore be used with advantage to relieve a runner or athlete, in case of respiratory trouble brought on by too great effort or too long exercise. As for using it to diminish fatigue, to make high speed easier, this seems to me useless, for this would be an injury to the machine. Feeling himself more fit, the runner would attempt a greater effort and this would finally fatigue himself quite as much, if not more."—*Translation made for* THE LITERARY DIGEST.

ALCOHOL IN HOT CROSS-BUNS—There is one interesting point in regard to the composition of a sample hot cross-bun which has been brought to light in a recent analysis, says an editorial-writer in *The Lancet* (April 10), and that is that it contained quite an appreciable quantity of alcohol. He goes on:

"A bun weighing 2½ ounces was found to contain 7.2 grains of alcohol, or 0.68 per cent. This amounts to the quantity of alcohol contained in a third of a fluid ounce of light beer, so that 20 buns would contain approximately as much alcohol as a tumbler of beer (8 ounces). This quantity, tho appreciable, is of course very small and such as need give no concern to the antialcoholist. The fact is that the hot cross-bun, like bread, is a partially fermented food, yeast being used to make it light, and the normal outcome of this process is a little alcohol. It is, however, somewhat surprizing that the alcohol formed is not completely dissipated by the heat of the oven, but doubtless owing to the tenacious character of the dough some of the alcohol is imprisoned. The albumin glaze on the exterior of the bun may serve also to retain the alcohol. Good buns, however, if need be, can be made without yeast and a strictly teetotal bun obtained. The complete analysis of the bun compared with bread is of interest, the results being as follows: Water, 30.82 per cent.; alcohol, 0.68 per cent.; starch, 52.63 per cent.; protein, 9.12 per cent.; fat, 5.40 per cent.; sugar, 0.85 per cent.; and mineral matter, 0.50 per cent. Bread contains 10 per cent. more water, traces of alcohol, about the same amount of starch, 3 per cent. less protein or nitrogenous substances, 4 per cent. less fat, and approximately twice the amount of mineral salts. Owing chiefly to a smaller proportion of water, the bun, weight for weight, contains a rather larger amount of nutritive substances than bread, the occurrence of a relatively large amount of fat, due to the addition of butter in the bun, rendering it a fairly complete food containing reparative and energizing materials alike."

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CONSERVATISM RUN WILD

THE reluctance of the average Englishman to alter the dress that he has been accustomed to wear at home, even when it is most inappropriate to the climate in which he finds himself, has often been noted in this country. According to a South-African physician, Dr. Wilfred Watkins-Pitchford, it is the cause of much suffering and no little illness in that country. In a presidential address before the Public-Health Section of a recent South-African Medical Congress he lays great stress on the importance of the attitude of individuals to the hygienic customs of the community, especially as regards their clothing, their food, and their dwellings. Criticism of the utility of social customs, he points out, is especially justified at a time when the inhabitants of a comparatively new country are moving to combine themselves into a nation, for reforms may then be most readily carried out and new ideals established. He points to the clothing worn by Europeans in South Africa as the custom which most invites hygienic criticism, but fears that reform in this regard will be most difficult, as it would have tradition, custom, and fashion all against it, and nothing in its favor, apparently, but ordinary common sense. Dr. Watkins-Pitchford's remarks elicit the following comment from *The Lancet* (London, February 6):

"It is, indeed, surprizing to read that the materials and color of South-African garments are still largely prescribed by the requirements and prejudices of people in England. When our forefathers began to colonize tropical and subtropical countries they took with them clothes which differed little, if at all, from those of the home material and fashion, and everybody knows that within comparatively recent years our soldiers were obliged to go through their Indian and other foreign service with the same outfit as they wore at home, with the sole addition of a scrap of white linen to hang from their helmets. We were under the impression that the majority of British colonists in hot climates had at length modified their clothes, at least for every-day wear, in some such manner as has been done for the British troops among them, but Dr. Watkins-Pitchford's sermon shows this not to be the case in the country of his adoption. He might have pointed to the change of manners at home in support of his protest, for of late summers the straw hat and the Homburg have nearly driven the time-honored silken headgear from the London streets, and the example of more than one learned judge has even sanctioned the doffing of forensic wigs during the hot weeks of the year."

TO CALL TRAINS BY PHONOGRAPH—The megaphone is now a familiar sight in the hands of the railway train-announcer; but it is said that the "man behind" it is now to be dispensed with by the Canadian Pacific road and replaced by the useful and tireless phonographic record. The human worker may—and usually does—mumble and roar inarticulately; while the well-selected record, we are told, goes on forever talking intelligibly and correctly. Says *Railway and Locomotive Engineering* (New York, April):

"The fact that a man possesses a powerful voice is no guaranty that what he says will be understood in a big building. This fact is often painfully brought home to the traveling public in the waiting-room of almost any large railway station. There is a great difference between mere loudness and distinctness. This fact has led Mr. G. J. Bury, general manager of lines West, on the Canadian Pacific, to introduce what is probably a most welcome innovation in the matter of announcing the arrival or departure of passenger-trains.

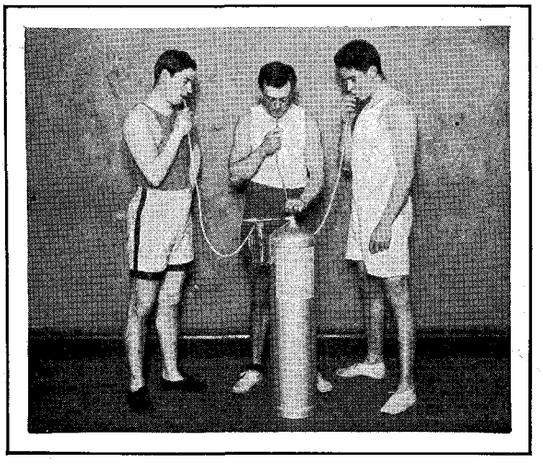
"Ordinarily a man with a loud voice calls out something and the public is made aware of the fact that something is happening, but what it is nobody seems to know. Mr. Bury has substituted a phonograph for the loud man in the Winnipeg station of the Canadian Pacific Railroad, and records have been prepared where distinct enunciation has been substituted for the usual jumble of sounds and where a clear, steady voice supersedes a roar. The new arrangement, if satisfactory, will be repeated in the Montreal station. Mr. Bury believes that to make the traveler understand what is said is the main thing, and if this is not done, Stentor himself would be a useless railroad employee in the matter of train announcement."

Automatic announcers were tried for a time in the Grand Central Station in New York City, but were found to be indistinct and were soon abandoned for the old-fashioned human larynx.

THE EARTH AS A RETURN CIRCUIT

THE earth is used as part of the electrical circuit for the weak current of telegraph lines, and doubtless would be so used with telephones were it not for the disturbing effects of wandering earth-currents. In trolley lines where the current is a powerful one, the rails are used as a return circuit, and owing to insufficient connections part of the current often goes astray and does damage by causing the corrosion of water-pipes, etc. This fact lends interest to a recent proposal to do away with the return circuit altogether on high-power transmission lines. Altho it is proposed to make the connections to earth at some points remote from habitations, it is thought probable by some critics that damage would result from such a plan. Says R. Biquard in the *Revue Scientifique* (Paris, March 13):

"The advantage of an earth-return is particularly marked in the case of long high-tension lines. Various questions arise regarding the practicality of this method. First, the rapid corrosion of the earth connections, due to electrolysis of the soil, will necessitate their being so arranged as to make replacement possible without interruption of the current. Also, corrosion of conduits and metallic objects, buried near by, is to be feared. . . . It will therefore be necessary to establish the points for earth-connections at a sufficient distance from any threatened point depending on the intensity of the current.



AMERICAN ATHLETES INHALING OXYGEN,
At a Y. M. C. A. gymnasium in New York City.

"The greatest difficulty will be with telegraph lines. It is evident that if the transmission of energy produces a continually varying difference of potential between the two extreme earth-connections of such a line, it will be disturbed by the wandering currents.

"And supposing this difficulty solved, we must also take account of the inductive effect on telegraph wires, of the presence, near by, of a single conductor transmitting high-potential currents. A single wire, in fact, is dissymmetric; its inductive influence is not balanced as in the case of two parallel wires carrying opposite currents. Lancey's tests show that for a powerful continuous current we must have a distance of 5,000 meters [3 miles] to avoid with certainty perturbations on a parallel telegraph line of great length. . . . . .

"In fact, the study of the question is far from complete; and practical tests are necessary. The use of the earth as a return circuit, however, when the problem has been solved, will make possible a very great increase in the field of action of natural water-powers, as the use of high-tension transmission has already done."
—*Translation made for* THE LITERARY DIGEST.

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JEANNE D'ARC, WHY BURNED, WHY BEATIFIED

THE question is often asked why the Maid of Orleans was ever condemned to be put to death by fire in the market-place of Rouen? The occasion of her recent beatification has roused new interest in her name and exploits, and the eloquent Bishop of Orleans, Mgr. Stanislas Touchet, whose cathedral contains such splendid memorials of her life, has recently devoted many pages of the religious monthly *Correspondant* (Paris) to the narrative of her life and exploits, to the glorification of her character, and to the discussion of the causes which led to her execution. The bishop says that Jeanne was accused of apostasy, a crime punishable by death, because she had put on man's dress. To quote his words:

"For this practise she has been most fiercely vituperated. 'Jeanne,' we read in the letter of the King of England to the prelates, dukes, and counts of 'his' kingdom of France, 'Jeanne for two years or more, contrary to the divine law, and to woman's estate, has drest herself in masculine attire, a thing abominable in the sight of God.' Estivet at her trial had previously reported: 'Beaudricourt [of King Charles's army] gave her man's clothing against his will, with the utmost repugnance, for it is an abomination, [for women to be so drest]. 'The masculine dress for her was a dress of debauchery, prohibited by the laws of the Church.' Thus 'she rendered herself liable to canonical penalties and anathema.' Jean de Châtillon, Archdeacon of Evreux, spoke in the same terms. The trial of Jeanne for apostasy from the Church was principally based on this charge. She had a second time put on men's clothes, after once discarding them. Sixteen doctors of the University of Paris, called upon to specify the errors of Jeanne, signed a document calling her an 'apostate' 'because, for an evil purpose, she had cut off her hair, which had been accorded to her by God as a veil of modesty,' and 'had changed, with the same purpose, her woman's dress for that of a man.'"

It was in vain that Jeanne boldly told her accusers that "she wore masculine dress by the command of God and in his service."

Mgr. Touchet informs his readers that it is only recently that Cardinal Coullié, archbishop of Lyons and Vienne, investigated and published to the world the real character of the Maid of Orleans:

"His great soul believed that Jeanne was not only a heroine, but a saint. He communicated his convictions to his colleagues in the episcopate, to his friends, to France. At Rome he began the proceedings for her beatification."

What Jeanne was, and why she was thus honored by the Church, is stated as follows by the Bishop of Orleans:

"Jeanne, as a child, was neither credulous nor excitable. She was, on the contrary, exceedingly sensible, both in mind and moral disposition.

"When she became inspired, she showed herself neither fanatical nor erratic; but she was extremely well-behaved in her conduct, and consistent in her utterances.

"As a warrior, she was remarkably devoted to the ways of warfare, and skilful in that terrible art. She was compassionate toward the poor, the wounded, the dying, prisoners, even the dead. She was as good as she was brave. She was equally incapable of wantonly shedding the blood of others, or of sparing her own. She was as much a sister of charity as a military leader.

"As a martyr, she was rectitude itself in the midst of all the snares with which she was surrounded, and which were laid against her good sense as well as her religion; she was strength itself in the midst of the severest adversity and purity itself in the midst of the direst perils.

"Her sweet piety, her sincere humility, enhanced her virile qualities. She is more than the saint of her country. She is one of those ideal figures before whom humanity naturally falls upon its knees. In enshrining her upon our altars the Church once more indicates her right to be recognized as the authorized representative of the universal conscience."—*Translation made for* THE LITERARY DIGEST.

WHAT ARE THE COLLEGES TEACHING?

SOME reverberations that may surprize the writer of a detonating article called "Blasting at the Rock of Ages" are appearing in religious journals. The May *Cosmopolitan* contains a contribution by Mr. Harold Bolce under the above startling title, having reference to what seems to him the destructive teaching of our colleges. To ascertain "the scope and daring" of this teaching Mr. Bolce made an itinerary of classrooms from Cambridge to California. In some institutions he entered as a special student, he tells us. In others he attended lectures as a visitor or interviewed members of the faculty, or consulted the written records of what they teach. The institutions are named and the professors individualized and tagged with the particular heresy which this inquisitor induced them to confess. The editor of the magazine has comprest in a nutshell the sum and substance of Mr. Bolce's findings and gives it in a note at the beginning. We quote:

"What Mr. Bolce sets down here is of the most astounding character. Out of the curricula of American colleges a dynamic movement is upheaving ancient foundations and promising a way for revolutionary thought and life. Those who are not in close touch with the great colleges of the country will be astonished to learn the creeds being fostered by the faculties of our great universities. In hundreds of class-rooms it is being taught daily that the Decalog is no more sacred than a syllabus; that the home as an institution is doomed; that there are no absolute evils; that immorality is simply an act in contravention of society's accepted standards; that democracy is a failure and the Declaration of Independence only spectacular rhetoric; that the change from one religion to another is like getting a new hat; that moral precepts are passing shibboleths; that conceptions of right and wrong are as unstable as styles of dress; that wide stairways are open between social levels, but that to the climber children are encumbrances; that the sole effect of prolificacy is to fill tiny graves; and that there can be and are holier alliances without the marriage bond than within it. These are some of the revolutionary and sensational teachings submitted with academic warrant to the minds of hundreds of thousands of students in the United States. It is time that the public realized what is being taught to the youth of this country. 'The social question of to-day,' said Disraeli, 'is only a zephyr which rustles the leaves, but will soon become a hurricane.' It is a dull ear that can not hear the mutterings of the coming storm."

The men whose names are given and whose words are quoted are Prof. Edwin L. Earp, of Syracuse; Prof. F. H. Giddings, of Columbia; Prof. Simon N. Patten, of the University of Pennsylvania; Prof. Shailer Mathews, of Chicago; Prof. William G. Sumner, of Yale; Prof. Frank H. Fetter, of Cornell; Prof. Edward A. Ross, of the University of Wisconsin; Prof. Frank W. Blackmar, of the University of Kansas; and Prof. Charles H. Cooley, of the University of Michigan. So far no denials have appeared in public print from these gentlemen. *The Western Recorder* (Baptist, Louisville) accepts the statements of Mr. Bolce's article as trustworthy, tho it thinks an institution ought not to be blamed for utterances of its professors. The indictments are called serious, and such that "no self-respecting institution can ignore." To the New York *Freeman's Journal* (Rom. Cath.) it seems that our non-Catholic universities and colleges are "poisoning the intellectual wells of the country," and if continued indefinitely there "must spread far and wide an intellectual and moral plague which inevitably will work havoc with all that has made us great as a people." It adds:

"Yes, it is a battle *pro Deo et Patria*, for as sure as effect follows cause, not only Christianity but our political institutions would be injuriously affected if the teachings now prevalent in so many non-Catholic universities and colleges should be carried into practise. Surely the realization of this fact should be an incentive for rich Catholics to imitate the example set by rich Protestants

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FRANK W. BLACKMAR (University of Kansas). Said to teach that "the standards of right perpetually change in social life."

EDWARD A. ROSS (University of Wisconsin), Who is quoted as regarding the restriction of the birth rate as a "movement at bottom salutary."

WILLIAM G. SUMNER (Yale). "Both pair marriages and democracy are produced by the condition of society and both are transitory."

CHARLES H. COOLEY (University of Michigan), Who observes that "every man's mind is the theater of a conflict of standards."

SIMON N. PATTEN (University of Pennsylvania). "Society," he says, "owes its debt to the wealthy and far-seeing citizenry that paves and lights and polices the road to Jericho."

SOME AMERICAN COLLEGE PROFESSORS WHOSE WORDS ON CURRENT QUESTIONS ARE TAKEN BY HAROLD BOLCE AS THE FULMINATION OF "BLASTS AT THE ROCK OF AGES."

and endow Catholic seats of learning. In the mean time the revelations contained in *The Cosmopolitan* article must shock the country which was justified in expecting so much from the higher intellectual training received by so many thousand of young students."

If the charges were true and the proper proof were offered, says *The Western Christian Advocate* (Methodist, Cincinnati), "we might confess with the editor that these revelations are 'of the most astounding character.'" As it is, this journal asserts that not in many months has appeared "a more obnoxious and pernicious article." The title itself it brands as "absurd, having no relevancy to its theme, which might be supposed to refer to the rationalistic attacks upon Christ by the destructive critics." This paper proceeds:

"As we read the article, which attempts to show that certain professors in these great seats of learning hold the loosest views of morality, particularly as to sex relationships and the marriage contract, we found ourselves saying that this precious piece of writing was 'astounding' in another sense. The writer informs us that he entered as a postgraduate student in Syracuse and listened to Professor Earp's lectures on sociology. But before trying a postgraduate course, it would have been better for Mr. Bolce if he could have taken a kindergarten course in ethics and sociology; for he betrays the most amazing ignorance of the primary principles of ethics and social science. It would seem never to have dawned upon him that it is impossible to study either subject apart from an investigation into the development of moral and social ideas and practises in the evolution of the race and the actual history of mankind, past and present.

"The 'proof' that he offers for his radical and damaging statements consists of isolated sentences torn bodily from their connection, given without any explanation of their context or of the whole drift of the lecture, and then subjected to the distorting influence of his own prejudice and warped conceptions. But any one even measurably acquainted with the subjects can see how stupidly he misunderstood the whole trend of the professors' utterances. Even some of the sentences that he quotes, and over which he would have us become horror-stricken, are manifestly simply the exposition of an admitted social situation as it exists, and which is to be understood, treated, and remedied. . . . We have seen nothing in yellow journalism that was more flagrant than this."

AMERICA'S PLEA FOR MORE RED HATS

THE ball was set rolling for more American cardinals by an article in the April *North American Review*, and the Catholic press are almost unanimous in speeding its progress. Mr. Humphry J. Desmond, editor of the Milwaukee *Catholic Citizen*, is the author of the plea, and the number of red hats he deems this country to deserve is six. At present, so he points out, there are fifty-five cardinals, thirty-four of whom are Italians. Of the twenty-one remaining, five are Spanish or Portuguese and four are French, so that Latin countries have forty-three of the fifty-five. Says Mr. Desmond:

FRANK H. FETTER (Cornell). "Intellectual and economic power contribute, not to offspring, but to sterilized scholarship and social display.

EDWIN L. EARP (Syracuse University). "It is unscientific and absurd to imagine that God ever turned stonemason and chiseled commandments on a rock."

SHAILER MATHEWS (University of Chicago). "We go into family relations with the *sang-froid* that we go on a picnic."

C. W. A. VEDITZ (University of Michigan). "If society is to reap the benefit of large families, society should bear a large part of the burden involved by large families."

FRANKLIN H. GIDDINGS (Columbia). "It is not right to set up a technical legal relationship . . . as morally superior to the spontaneous preference of a man and woman."

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"Latin preponderance in the government of the Church is not divinely prescribed; yet it has come about in the nature of things. We would not see it rudely assailed, in a spirit either of schism or nationalism. But, with all respect for things as at present constituted, we do not overlook the facts of human nature.

"It might be felt as a guaranty of wiser policies if the welfare of the Church were not so overwhelmingly the keeping of Latin prelates; if the counsels of the rest of the Catholic world were reasonably valued and more adequately sought, so that the senate of the church should resemble, in its fairness and fulness of representation, a great council of the Church. And why not?

"A legislative or administrative body, composed almost wholly of men similar in race and environment, trained and educated under the political, social, and economic conditions of the Latin countries, must, humanly speaking, have a different outlook from that of a body of men composed of Latins, Germans, English, and Americans. And, if the affairs to be discust are world affairs rather than Italian affairs, the body that is cosmopolitan in its formation is apt to be wiser and safer."

The papal decree of June 29, 1908, remodeling the Roman congregations, taking the United States out of the category of missionary countries and placing it in a coordinate place with Italy, France, and Spain in the family of Christian nations, may presage other changes also, thinks Mr. Desmond. And America "may entertain some hope that the very inadequate representation of the Western hemisphere in the College of Cardinals is now at last to be remedied." He bases his hope upon such facts as these:

"The Catholic population now under the American flag may be safely estimated at 24,000,000, or nearly one-tenth of the entire Catholic population of the world. Numerically, America should be entitled to at least six cardinals. . . . The United States is second in the amount of its contributions to the great missionary society of the Church—the society for the propagation of the faith; it excels all other countries but one in its contributions to the Peter's pence; and in response to these two great appeals of the church it gives four times as much as Italy and Spain combined."

In view of the last-stated facts *The Catholic Citizen* declares editorially that "now is the time of all times for American Catholics to press (of course in a decorous manner) the claims of this country for a more adequate representation in the College of Cardinals." The Pittsburg *Observer* (Rom. Cath.) exclaims: "Of course, we are entitled to have a half a dozen red hats. But as, in the words of the philosopher, 'no man has a right to exercise all his rights,' so no nation has a right to expect that it will receive all the honors which are due it." "Once convince the Sovereign Pontiff that more American cardinals are necessary or even desirable," says *The Catholic Transcript* (Hartford) optimistically, "and we shall have more." It implies some lack of sufficient self-consciousness. Thus:

"Gradually we will awake to the fact that we are a respectable portion of the Church universal. Her interests will then become, in due measure, our affair. We will count it a privilege and a duty to take part in every effort calculated to advance and safeguard the world-wide kingdom of Christ. When that day comes we shall not have to clamor for a more adequate representation in the College of Cardinals. Those who then shall be rulers in Israel will be only too happy to accord to America and Americans all that is their due."

The Pittsburg *Catholic* suggests caution:

"With the proper spirit of loyal faith and the obedience of dutiful children, the American Catholic may only suggest this increase of the princes of the Church. This they have a right to do; and they are in good faith and in pure spirit in the presentation of this theme. No invidious comparison is intended, and no spiritual pride, false in its basis, is invoked when they point out the glorious and enduring work of the Catholic body of the United States. The Catholicity of this country rings out true. There is no alloy of baser metal in its mold. Catholics in America have been and are stanchly true in an unwavering, unquestioning obedience to the Holy See. With them the cause is finished when Peter speaks. The American spirit knows no undercurrent of thought. It is as free and as candid as the pure air of liberty that is breathed on this soil, and is as absolutely loyal as is the patriotic spirit of allegiance to our constitutional government. From the day of John Carroll, first Bishop of the United States, to the day of his successor in the primatial see, the illustrious Gibbons, and through all the episcopacy of the American Church, its priests and laymen, the pontiffs reigning have never had one sorrow to grieve their hearts for any act of their devoted children on Columbian soil. Can as much be said of other lands exploited as distinctly Catholic and which have reaped in cardinalatial dignity numbers? The opportunity for the presentment of the matter is at hand."

The Western Watchman (St. Louis), edited by Father Phelan, takes a negative view, declaring the article in *The North American Review* "a clever plea, and as specious as it is clever." In answer to the argument that Rome needs the advice of more foreign bishops, he declares:

"The men who rule the destinies of the Church are the best informed upon her condition in the different lands that are to be found in Christendom; as our clergy and laity in the United States are the worst. Our bishops are seldom interested beyond their own dioceses; our priests never beyond their own parishes. Bishops and priests with us know as little about the condition of the Church in Austria, France, Spain, Italy, not to speak of the *partes infidelium*, as they know about Tibet. We don't read Catholic papers published here; not to speak of Catholic papers coming from abroad. Rome has received precious little valuable advice from the bishops and priests of the United States. And if they had any advice to give they know no language in which to impart it."

TO PROTECT THE BIBLE FROM THE SCHOOLS

THE people who should want to keep the Bible out of the schools are those who believe in it, not the unbelievers, says Mr. G. K. Chesterton. He declares himself to be among those who do not want theology to interfere with education. On the other hand he asserts that he is among those who "have the greatest horror of education presuming to interfere with theology, which is so much more living and exciting a subject." The question of whether the Bible can be taught merely as literature, he says, "is a question that raises the whole riddle of things that have two meanings, a big meaning and a small meaning." In the London *Daily News* (April 17) he asks:

"Can the Koran be treated as literature? Yes, anywhere except in Islam. Can the Bible be taught as pure literature? Yes; anywhere except in a Protestant country.

"There are several popular misconceptions about this educational aspect of Scripture. One quite curious mistake is this. It is always somehow assumed that if the Bible is taken out of the schools it will be taken out in the interest of those who do not believe in it. This is a complete mistake. Those who do not believe in it are exactly the people who have no reason to object to it. It is the people who do believe in it who have a right to get restless. A reasonable Freethinker need not have the faintest objection to his child learning a chapter of Isaiah, merely as literature. In so far as he is reasonable, he will agree that it is literature, and in so far as he is a Freethinker, he will agree that it is only literature. The man who is hardly used by such teaching of the Bible is precisely the orthodox man, the man to whom Isaiah means first and foremost the blood-stirring prophecy of a world-shattering event. I should not mind my children learning Icelandic folk-lore. Nor should I mind them learning Jewish folk-lore—if it is only folk-lore. I should not mind children being told about Mohammed, because I am not a Mohammedan. If I were a Mohammedan I should very much want to know what they were told about him. . . . . .

"I sympathize with secular education, but not because my sympathy is with the new-fashioned Puritan who wishes the Bible to be treated as literature. My sympathy is with the old-fashioned Puritan, who does not want the Bible to be treated as literature, because he happens to have a religion which is about the most interesting thing a man can have. It is the old-fashioned theologians who ought to insist on secular education."

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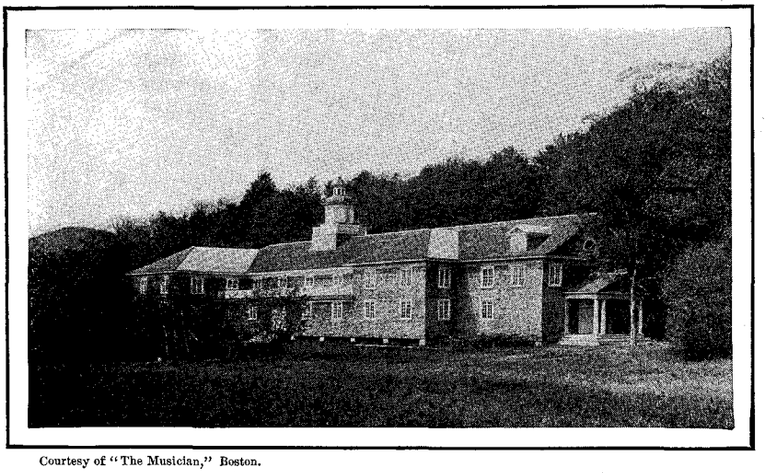
A CONNECTICUT BAIREUTH

A YEAR or so ago it was announced that Mme. Nordica projected an "American Baireuth," of which very little has been heard since. It now appears that another "Baireuth" has been hidden away for three years in a quiet corner of Connecticut. It represents, says Mr. Arthur B. Wilson, "a beautiful spirit in giving, and it is the workshop of the most unique philanthropy in the world." During the lifetime of Wagner, says this writer, "the name of Baireuth was typical of the highest consecration to art, of a fostering devotion to a new national school of composition, and of the utter disavowal of commercialism." The newer movement in the New World, asserts the writer, is "inspired by the same general principle of consecration." Further, "it has both refined and enlarged the scope of the other, not only freely to disseminate musical culture in its loftiest form of expression, but to foster, if indeed not to found, what must eventually be a representative American school of composition."

Norfolk, Conn., is the nucleus of the movement and the site of the music temple. This town, possessing a tradition in choral singing, has, through the benevolence of one of its wealthy citizens, Mr. Carl Stoeckel, consolidated a musical union which embraces choruses of the neighboring towns of Winsted, Salisbury, Canaan, and Torrington. These choruses combine for concerts held each year in June under the direction of Mr. Richmond P. Paine—"a man of excessively nervous organism, of quick sympathies, of infinite patience, indefatigable and tireless, absorbed and actuated by noble ideals, tactful, authoritative, and withal possessing abundant temperament and sound musicianship." So large an enterprise needed a suitable local habitation, and this, we are told in Mr. Wilson's article in the May *Musician* (Boston), was provided by Mr. and Mrs. Stoeckel. It is unpretentiously called the "Music Shed," and "is a plain wooden structure, with space to seat a chorus of 325, an orchestra of 70, and an audience of 1,400." The writer adds:

"Owing to the fact that only three of the local choruses could be accommodated, and that a chorus of that size was more plastic and efficient musically than a larger body of singers, it was arranged for two of the choruses in the Union to give local concerts each year. The right to membership in the Festival Chorus thus rotated among the five."



Courtesy of "The Musician," Boston.

THE "MUSIC SHED" AT NORFOLK, CONN.

Representing a "beautiful spirit in giving," says a writer, "and it is the workshop of the most unique philanthropy in the world."

Interest in music in this country dates from the early part of the last century, when Robbins Battell, of Norfolk, organized and conducted the Litchfield Musical Association. Of this we read:

"It was composed of about one hundred members of the musical families of the county. The society continued active for many years. Its programs do not record the performance of any of the oratorios complete, but testify to the rendition of excerpts from them with pianoforte accompaniment, and to much *a capella* singing of part-songs. The beneficial influence of this choral interest was particularly manifest in the improvement in the music heard in churches throughout the county. Even during the temporary cessation of this pioneer labor of love, the causes for a later resumption and for its consequent results lived on. The new Choral Union, that is, the present organization, paid well-earned tribute to Robbins Battell, the pioneer of choral music in Litchfield County, by making the organization a creation in his memory."

RICHMOND P. PAINE,

Who conducts the musical affairs of the Litchfield Musical Association.

The "Music Shed" was opened with its first concert June 6, 1906. Of this event Mr. Wilson writes:

"Appropriately enough, Mendelssohn's 'Hymn of Praise' was the work sung. The three oldest of the five local choral bodies were given the honor of constituting the chorus, which numbered 325 voices. They were: the Norfolk Glee Club, the Winsted Choral Union, and the Salisbury Choir. The soloists were Mme. Nordica, Mme. Homer, and Mr. Edward Johnson—three sterling American-born artists. An orchestra of 65 men from New York accompanied the chorus, under the direction of Mr. Arthur Mees. Mr. Paine, of course, conducted the choral work. . . . . .

"This concert set a new precedent in annual choral festivals in America. It was the aim of its patrons that commercialism in any and every phase should be eliminated, and that those who had never been privileged to hear music so eloquently performed, should find this their opportunity. To make this purely and entirely a philanthropy, no tickets were sold. Admissions were granted by the patrons to those whom they felt would enter into the same spirit which characterized the plan of admittance, and of performing the works. In the latter instance, it was the work itself, and the composers' thought and message in it, which was to be considered, rather than any undue exploitation of the individual interpreters. The artists heartily sanctioned this disposition upon the part of the committee, and pledged their cooperation in assisting to define it as the distinctive spirit of all the work done.

"All of this found notable realization in this first concert, and presaged a continuation of the same spirit.

"For the year 1907 the committee decided to make the program more comprehensive by adding a second concert. The first consisted of Gounod's sacred trilogy 'The Redemption' with five of the foremost concert-singers of the present day as the artists. They were Mme. Eames and Mme. Homer, and Messrs. Johnson, de Gogorza, and Witherspoon. The orchestra was increased to 66 men. Mr. Paine conducted.

"The following evening, Mme. Eames and Mme. Homer were the soloists at an orchestral concert under the direction of Dr. Mees."

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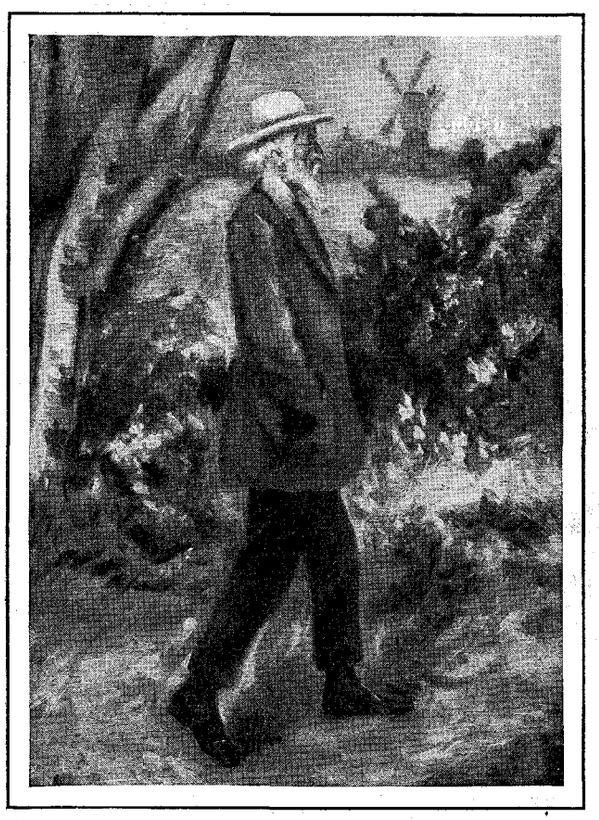
"PLACING" SWINBURNE

THE English press both literary and lay are busily at work "placing" Swinburne. It is easy to say that he is the last of the giants, or the next to the last, remembering Meredith. National pride now plumes itself on a dead great Englishman who, living, was denied the bays of the Laureate. But with an outspokenness not indulged in widely, *The Saturday Review* claims him as "the poet's poet," and scoffs at the multitude who now try to take him to their hearts. "It is not at all likely that Swinburne's work will ever meet with fuller appreciation in the future, at any rate among Englishmen, than it enjoys already," says this journal. "The appeal of his peculiar genius, to-day no less than forty years ago, is to the small but stable minority who conserve poetic fame, and in such matters make what we really mean, if we mean anything, when we speak of the voice of posterity." This paper goes on to prick the bubble that obituary notices are now inflating:

"To say this much is to imply that Swinburne as poet needs no vindication. He needs none now, because he never needed it; or, rather, because such vindication at any time would have been futile. No doubt the present generation surpasses the former in its quantity of readers who can appreciate, say, the first series of 'Poems and Ballads.' But this is only to say that the susceptibilities from which the appreciation springs—susceptibilities quite modern in character—are now more widely diffused. Their quality remains the same. With the average educated Englishman such poetry has made no headway and never will. Ignorance or repugnance is still his attitude. It is therefore meaningless to write, as many people this week have written, of 'dead controversy' that once raged about Swinburne's early work. The controversy, if now a silent one, is alive as ever. Most people, so far as most people read Swinburne at all, still agree with Robert Buchanan. They do not say so, of course. They are overawed by the minority, which fortunately assumes control of the general verdict on poetry long before copyright has expired. But secretly they are hoarding the same opinions, to vent them on the next Swinburne who may appear."

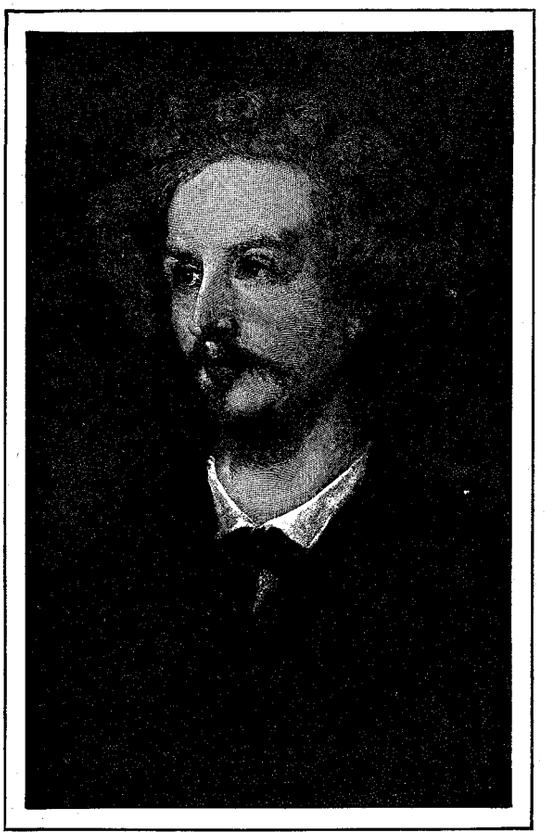


From "The Sphere."

SWINBURNE'S LAST WALK ON PUTNEY HEATH.

Sketched from life by R. M. Paxton.

That Swinburne is largely the "poet of unabashed and primitive ecstasies is not, however, the sole obstacle to due appreciation of his work in his own country," says *The Saturday Review*. There is always to be encountered in the Anglo-Saxon mind the demand for tangible ideas. "Many English readers," we are told, "who by no means are indifferent to the intenser moments of poetry and passion, readers who find in Shakespeare or Wordsworth a sustaining and integral element of their life, are cooled by the intangibility of Swinburne's gift." Further:



THE YOUNG SWINBURNE,

As he was seen by the painter G. F. Watts, probably about the time he wrote "Poems and Ballads."

"His lyrical joy has too little body. Through the pulsing radiance of words and rhythm they strain their eye for some concrete thought which is always soaring out of sight. And if they permit their ear to be charmed, it is with the serious reservation that here is a partial and fugitive pleasure at best, a sensuous delight in airy syllables which defy translation into intelligent idea. Such readers will describe much of Swinburne's best verse as a charming but illicit form of music. There may be truth in Pater's saying that all art aspires to the condition of music; but such aspiration will not justify the poet in boldly usurping the musician's medium and perverting words from their proper function as definite images. This we believe represents pretty accurately the standpoint of many by no means negligible English minds. The same minds, we need not add, confess themselves alien from the symbolist poetry of France, and from the symbolic element in modern drama as exemplified by Maeterlinck or in the last flights of Ibsen's genius."

Not to place itself on a pinnacle too superior to its fellows, *The Review* adds that it "would not unduly disparage these insular qualities in English criticism, aware that they are in substance the very qualities of mind to which we owe the preeminence of English poetry as the most powerful vehicle of imaginative thought which

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human language has contrived." It feels sure that the European reputation of Swinburne as a great poet "is no less legitimate than assured."

AMERICA'S PART IN HONORING KEATS AND SHELLEY

AMERICA, Britain, and Italy joined hands around the memorials of Keats and Shelley that were formally dedicated on April 3. The King of Italy was present in person, the King of England sent a feeling address, while America sent lavishly of her "imputed" king—the American dollar. To this a generous tribute is paid by a British correspondent, Harold Boulton, in *The Westminster Gazette* (London). Other things may be emphasized as contributed by this land besides dollars and admiration: original letters by George Keats form part of the permanent exhibition; and he, it may not be widely known, emigrated to Kentucky and founded an American family. The "Keats-Shelley House" in Rome is No. 26 Piazza di Spagna—"the spot consecrated by the last suffering days of Keats' short life." The little rooms have been renovated, the dark walnut bookshelves hold valuable editions of the poets and their contemporaries. Other things Mr. Boulton notes as follows:

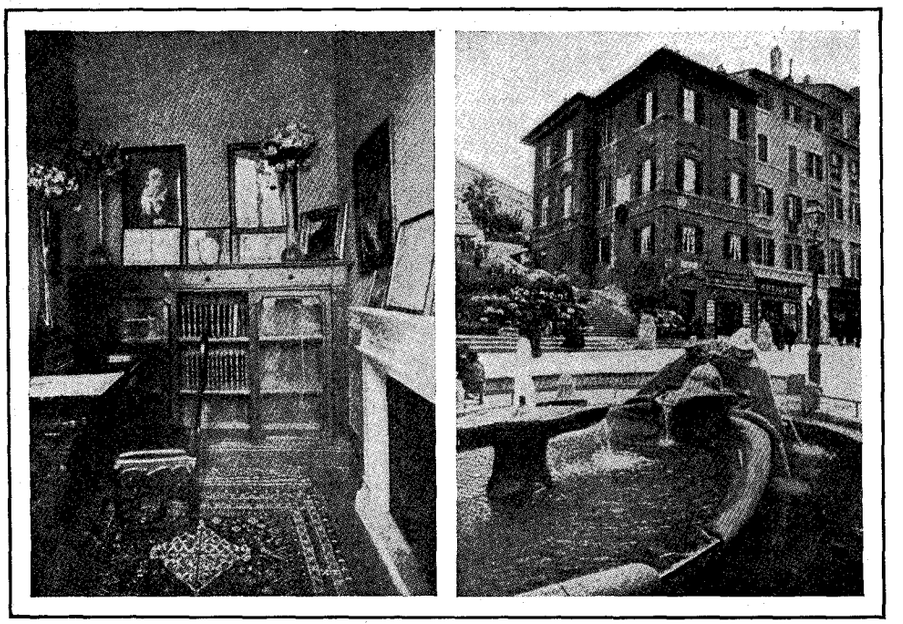
"Byron has his corner, Leigh Hunt is commemorated by an urn containing some of Shelley's ashes presented by Walter Leigh Hunt, the grandson of that stormy petrel who went to prison for calling the Prince Regent an elderly Adonis; original letters from Shelley, Byron, Trelawny, George Keats (the poet's brother), and Severn have already found their way here from various quarters of the globe; a lock of Keats's hair lies in a glass case, the erudition of Buxton Forman, Sidney Colvin, Lord Houghton, De Bossis (the Italian translator of Shelley), and a fine young crop of transatlantic commentators supplies unlimited food for the student; and, to sum up, one more place of pilgrimage has sprung up in the very heart of Rome, one more addition to the bewildering fascinations of the Eternal City who weaves all the centuries into that magic garment of hers which never wears out."

What, asks this enthusiastic Briton, has made it possible to acquire a house on one of the very best sites in Rome by the steps leading up to the Trinità del Monte? The answer is:

"Chiefly the enthusiasm, the persistency, the generosity of Americans. Nearly two-thirds of the purchase-money of the house came from over the Atlantic, and one room is to be furnished by subscribers from Minneapolis, another is equipped with bookshelves, the gift of members of the New York Stock Exchange in memory of the first chairman of the American Committee, Edmund Clarence Stedman, who, with R. U. Johnson, of *The Century Magazine*, first set the ball rolling. Imagine the London Stock Exchange, generous as it is in all causes of patriotism and charity, turning aside to erect monuments to British poets in foreign countries! What a long list of American millionaires, men of letters, and men of action it was whose names Mr. Gay, the secretary of the Executive Roman Committee, read out as contained in a telegram from New York wishing God-speed to the undertaking!

"Not that a British committee does not exist too, for is not the association legally constituted under the Board of Trade, and does not a Cabinet Minister in the person of Lord Crewe, son of Keats's biographer, preside over our deliberations? Tho not comparable to the American contribution, no inconsiderable sum has been collected in England, thanks, among other agencies, to *The Westminster Gazette*, which made a very special feature of our appeal two years ago; and it is from England that the most precious of the manuscripts and relics, the pictures by Severn, and other personal souvenirs of the poets have come; similar treasures will no doubt follow in good time. It was with a thrill of patriotic pleasure that, in the presence of the King of Italy, who sat with the British and American Ambassadors one on either hand, we heard read out a very gracious and sympathetic message from our own King Edward, who blest our undertaking, paid a tribute to the memory of the poets, and said graceful things about Italy and America, all in a few words."

All Rome was eager to be present at the ceremony, it is said,



From "The Sphere," London.

THE KEATS-SHELLEY HOUSE IN ROME.

Opened April 3 by King Victor Emmanuel, consecrating the spot where Keats breathed his last.

but only fifty people could be accommodated in the rooms, so the gathering was a distinguished one. Honorable secretaries of the Roman and British committees read addresses; King Victor Emmanuel, "having declared the building open in a few brief English words, inspected the various rooms and showed considerable knowledge of the history of the house and the period of the two poets." "A personal touch was given by Mr. Esdaile, Shelley's grandson, and Arthur Severn, the son of the man in whose arms Keats died." Rudyard Kipling crept in late and, says Mr. Boulton, "cheated us of that address we had hoped to wring from him." He adds:

"And so a notable day in the literary and social history of Britain, America, and Italy came to a close, and we all felt glad to have been lifted for awhile out of the busy whirl of the twentieth century, that has little time for reverie or poetry, into an atmosphere wherein the son of a country squire could write such works as the 'Cenci' and 'Epipsychidion' and the son of a livery-stable-keeper 'St. Agnes' Eve' and 'Endymion.'"

CONRIED'S GREATEST ACHIEVEMENT—Now that Heinrich Conried has gone, his career at the Metropolitan Opera House is chiefly recalled; but his greatest accomplishment was his earlier work at the German Theater. So thinks an editorial writer in *The Sun* (New York). While the period of his work at the Metropolitan was more showy, where he produced "Parsifal" and "Salome" for the first time in America, and brought to us notable singers and Mottl, a notable conductor, this opportunity was his reward for earlier distinguished work which is here rehearsed:

"His greatest achievement was in the conduct of the Irving Place

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Theater, which fell into his hands seventeen years ago. Gustav Amberg had failed to do anything with it; there seemed to be no demand for a German theater in this city. Conried, however, was persuaded that he could make a success of it, and he set about the business with extraordinary zeal and confidence. It was not his intention to treat his audiences to a succession of 'stars'; he resolved rather to establish an efficient stock company and provide a reasonable variety of good plays, realizing, no doubt, that long runs could hardly be reckoned upon. In the first season he produced about seventy plays and operas—two-thirds of them new to the public. What is more, he kept an eye on the stage in Germany and was at great pains to secure novelties which seemed to promise success in this country. He used also from time to time to bring over notable players from Europe, among others Sonnenthal, Georg Engels, Hélène Odillon, and Agnes Sorma. But he never depended upon these extraordinary attractions, but rather upon the all-round ability of his company, which must be ready any week to play in half a dozen different plays at the shortest notice.

"The Irving Place Theater was unique in this city. It was, generally speaking, the most artistic of our theaters. You could generally count on seeing some really noteworthy and memorable plays there in the course of the season, when the Broadway managers were wholly concerned in engaging 'stars' and 'presenting' expensive rubbish. It was not a theater for the playgoer as we know him here, but for an intelligent audience not wholly conformable to the taste of the town it was a welcome relief from the inanities of the regular stage. The making of this theater was Conried's greatest accomplishment. It dragged on for a few years after he left it, but it lost its distinction and is now moribund."

A DOUBLE PRIZE TO A DOUBTFUL PLAY

BY a curious coincidence a double prize has been awarded in Germany for a drama that to at least one unprejudiced judge seems a farrago of nonsense. For several decades the House of Hohenzollern has been in the custom of offering what is known as the Imperial Schiller prize for the best dramatic production of the season (from a Hohenzollernian point of view). More democratic patrons of art, unwilling to abide by the ruler's judgment in theatrical matters, decided to award a sort of opposition prize, which they call the People's Schiller prize. Both prizes were awarded this year to one and the same work, "Tantris the Jester," by Ernest Hardt, a playwright who had never before given a very brilliant account of himself. Why a second-rate piece of work such as this drama is pronounced should have won the indorsement of two coteries usually diametrically opposed in their literary and artistic views, is answered by the *Kunstwart* (Munich), which blames the neo-romantic school, at present dominant in the Fatherland. We read:

"It is because of the fashion of the hour and because of the beauty of form of the work. Words, words seem to be all and everything—for the Neo-Romanticists who are at present the fashionable school. They ignore the reality, man and woman, life or death, all the simple and natural sentiments. The only thing they care for are words, harmonious words. They will spin tragedies around creatures of mist and enjoy them 'pourvu que le geste soit beau' [provided the action is fine]. This school, however, has not produced as yet a single poet of first rank and does not include any playwright of note."

The *Kunstwart* gives the following synopsis of the drama, whose incidents can all be traced back to "Monna Vanna," to Hoffmannsthal's "Elektra," to "King Lear," or to "Faust":

"For ten years the blond *Isolde* has been mourning over *Tristan's* absence. They pledged themselves, she to return to *Marke*, her husband, he to go into life-long exile. His return would mean death to both. In the far-off land of Arundel, *Tristan* has married another *Isolde*, *Isolde Whitehands*. . . . . .

"Act first: *Isolde* has left the royal palace of Tintagil on the emerald sea and has taken her abode in the dark burg of Lubin in the forest. *Tristan* makes in the neighborhood mysterious appearances of which *King Marke* is apprized by *Tristan's* foe, the *Duke Denovalin*.

"Act second: *King Marke* holds a court to try *Isolde's* crime. Instead of applying the death-sentence, he decides to deliver *Isolde* to the pest-stricken beggar-folk of Lubin.

"Act third: *Isolde*, barefoot and clothed in purple, is led to the chapel by *Marke* and the hangman. The beggars crowd the royal yard awaiting their prey. The king retires and the hangman tears off her purple cloak. There she stands clothed only in her wonderful hair of gold. A stranger breaks from the crowd of beggars and drives them away with money and blows. It is *Tristan*, and he remains alone in the chapel with *Isolde*, who does not recognize his face nor his voice. She mistakes him for one of the plague-stricken beggars and to all his protestations of love only answers: 'You brute, you brute!' Then she utters jealous imprecations against *Isolde Whitehands*. *Tristan*, discouraged, leaves her, but finds himself face to face with his foe *Denovalin* and slays him.

"*Marke* and the courtiers enter the chapel soon after, and finding the dead body huddled at *Isolde's* feet conclude that heaven has performed a miracle to prove *Isolde's* innocence.

"Act fourth: The courtiers are playing chess. An unknown jester, who calls himself *Tantris*, breaks into the hall, boasts that he is *Tristan* in disguise, and to substantiate his claim, proceeds to reveal various intimate details of *Isolde's* beauty. No one believes him, and once more *Isolde* fails to recognize *Tristan*. He is invited, however, to spend the night at the burg.

"Act fifth: The following morning *Isolde* and the *Jester* are conversing and *Isolde* very stubbornly refuses to believe that the stranger is *Tristan*. To rid herself of the impostor she asks him to caress *Tristan's* faithful mastiff *Husdent* who since losing his master never let any one approach him and tore to pieces three of his keepers. The *Jester* agrees to the trial and the dog, yelping joyously, gives a frantic welcome to his long-lost friend. *Tristan*, seemingly cured of his infatuation, leaps over the walls of the castle, followed by his dog. *Isolde* calls her nurse *Brangaene* and moans out: 'My friend, my friend was here.' And she falls in a dead swoon."

Such is the play that Germany has rewarded with a double prize. —*Translation made for* THE LITERARY DIGEST.

"OLD-NEW" NOVELTIES IN ART—The art world of to-day is suffering from a "neurasthenic" search for novelty, says a prominent French critic. In this respect our artists differ from those of a bygone age, who strove not to do something new, but to do something well. To-day, says Camille Mauclair, "if an artist's first attempt is not pronounced 'new' he is set down as a fellow of no talent." As not one artist in a thousand is capable of introducing a genuine novelty, resort is made to the "old-new." Artists often accuse each other of cribbing, but "the charge goes to show that the stolen property was itself a humbug." To quote the words of this critic as published in *La Revue* (Paris) and translated for the Boston *Transcript*:

"This avowed substitution of personal for artistic aims is responsible for the 'old-new,' which is always discernible in the novelties of the day. In music we go back to Rameau, to Couperin; in sculpture we go back to the old-time Cambodians; in painting, we go back to Ingres or the Persian rug; in literature, we furbish up the eighteenth century, we put modern frills on the Greeks and the Alexandrians. But all this, observe, is deformed, flavored with oddity and extravagance, and tainted with symbolism or eroticism. We mutilate statues before exhibiting them, we suppress the atmosphere in landscapes, we stretch out figures and compress faces, we torture syntax and abolish harmony in phrasing. We make one material mimic another, with water-colors on canvas, bas-reliefs on paper, and lithographs done with the brush. What if madness excites mirth or horror? So much the better. In an age of advertising, silence alone is unendurable. If you say a musician plays falsely and a draftsman can't draw, each of them will exclaim, delightedly, 'I am discust, therefore I am!' Thenceforth they will play more falsely and draw more absurdly in order to emphasize their 'style.' And a certain type of criticism is ever prepared to encourage such tactics and to repeat that the essential is to 'be oneself.'"

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"JOY-RIDING" AS LARCENY

In the legislature at Albany on April 26 was completed the enactment of a bill which defined as larceny the use of motor-cars by chauffeurs for what is known as "joy-riding." The bill specifies this form of illegal amusement as follows, the punishment being also stated:

"Any person using or operating, driving, injuring, or tampering with a motor vehicle without the permission of the owner is punishable by a fine of not exceeding $100 or imprisonment of not more than six months, or the suspension of the right to operate a motor vehicle as a registered chauffeur for not more than six months, or all of such penalties."

Legislation at Albany has resulted this year in other laws that will be widely interesting to owners of motor-cars. Horse-power has been made the basis of the registration fee whereby owners contribute toward the repair and maintenance of highways. A law provides that the owner shall pay an annual fee of $4 for each car of twenty horse-power or less that he owns; one of $6 for each car between twenty and thirty horse-power, and $10 for cars of over thirty horse-power. It is predicted that this measure will secure to the State an annual revenue of over half a million dollars for use in the improvement and maintenance of roads.

Another feature of current legislation is the fixing of a new speed-limit which is 30 miles an hour. This for one thing should do away with "auto-traps" and leave little "graft" for rural justices of the peace. The driver of a motor-car is almost placed on equality with the driver of a horse-drawn vehicle, neither being permitted to drive recklessly so as to endanger life and property. It will now be possible to arrest a reckless driver in a crowded street whose speed may not be more than five miles an hour, but whose manner of driving may endanger life.

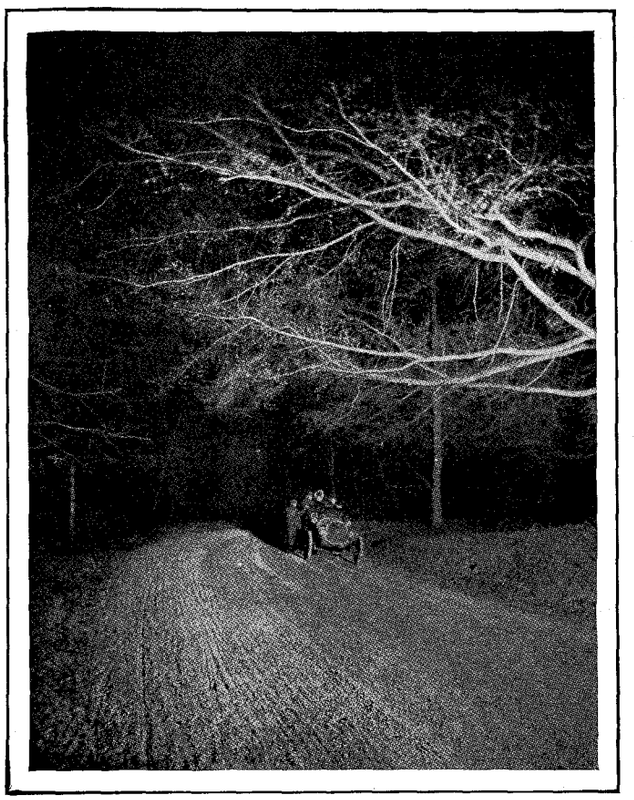
There seems long to have existed in the judgment of most competent observers a conviction that speed regulations heretofore have secured no real protection to the public. Moreover, it has often been very unfair to motorists. No agreement exists anywhere as to what is a proper speed limit. Towns fix their own, which may be six, eight, or more miles. Discussing this subject, a writer in the New York *Evening Post* says:

"To our mind, in view of our police conditions, it is vastly better for the public that the motor-car drivers should have no fixt speed within which they may drive as they please but that they shall always be conscious that they may be arrested at any moment—if they are not taking every precaution. Of one thing the public may be certain: the abolition of the speed limit will not make a reckless driver out of a single conscientious operator, or cause him to alter his present driving-methods. The police will find no more reason to complain of motorists of this type—and they are in the great majority—if the Allds bill becomes a law than they do to-day."

Continuing the subject on more general lines, the writer comments on the general moral influence of the motor-car habit, as affecting the owner, the manufacturer, and the driver.

"We shall have 'joy-riders,' drunken chauffeurs, and criminally reckless ones, just so long as the moral tone of the automobile business is as low as it is, and the police themselves fail to compel a respect for the law. Lawlessness is our great American weakness. Let him who doubts this go to London and watch the regulation of traffic there—the absolute obedience given to the traffic rules not only in the presence of the police, but in their absence. Great Britain's complaint against the private motor-car is not so much loss of life or urban disadvantages, as suburban discomforts due to dust, noise, odor, reckless driving, and road-destruction in the country districts.

"Aside from the weakness of our police, the great evil of our automobile situation is the condition of the business. It has not yet settled down to permanent conditions. There is entirely too much graft, 'honest' or dishonest, among makers, agents for, and drivers of cars. There is the universal complaint that honest repair-shops are a thing unknown; most of them pay commissions to chauffeurs and thus set a premium upon wear and tear to engines. The chauffeur, too, makes a handsome addition to his salary by advising his employer which car to buy. Dealers in automobile accessories are also in some cases responsible for the prevalent corruption, while some of the large garages are as demoralizing places of resort for young men as could well be imagined. 'It would be a fine business,' remarked, this week, the agent for a popular car, 'if we could get the graft out of it.' No one could help more than the agents and garage-owners to bring about a proper tone and to drive out of the business the dishonest or dissolute, or reckless young men whose wild driving endangers life and is injuring the whole industry."



MOTORING AT NIGHT UNDER THE GLARE OF ACETYLENE LAMPS.

FINDING A PATH

The expert men now bound westward to find a path for the next Glidden tour were in Detroit on April 12, having made their way from Buffalo under somewhat severe conditions as to roads. It is expected that they will be occupied for six weeks in completing their work, and that they will take in that time not less than 1,000 photographs. No attempt will be made to break records, inasmuch as other things are more important. A writer in *The Automobile* says of the coming tour:

"This year, for the first time, it will be possible for an individual entrant to win the Glidden trophy. It will *not* be a competition between clubs, and there will be no teams. The winner of the Glidden prize will have personal custody of it for a year, it being a perpetual trophy. There will be a new Hower trophy for runabouts, which will become the *permanent* possession of the winner as in former seasons. This year there is also a new prize for cars with miniature bodies, or double rumbles. This is known as the Detroit trophy, it having been subscribed for and presented by the motorists of that city. The Glidden deed of gift had to be altered to permit of its going to an individual instead of a club, and the rules of the contest have been modified accordingly, the changes being such that a single winner is certain to be evolved. The cars will be classified and penalties will be imposed in fractions of a point for repairs and replacements.

"The tour will be a little longer than usual this year, but not much more strenuous, except that the rules will be more exacting to prevent the large number of tied scores there have been at the finish in former years. Some poor roads will be encountered west of Chicago, but Glidden contestants will not be surprized at anything in this line and it is expected that the average daily distance covered will be as great or greater than in former years.

"The most distinctly novel feature of the tour this year will be the arrangements for the overnight accommodation of the contestants over a part of the distance west of Chicago. Arrangements are being made to have a group of sleeping- and dining-cars accompany the tour and be sidetracked at the various night stopping-places. This is necessary because of inadequate hotel room. It will obviate the annual bickering about 'a room and bath' in places where there are not enough for all, and also it will make it compulsory to exclude women from the tour. The cars will afford accommodations at a lower cost than hotels.

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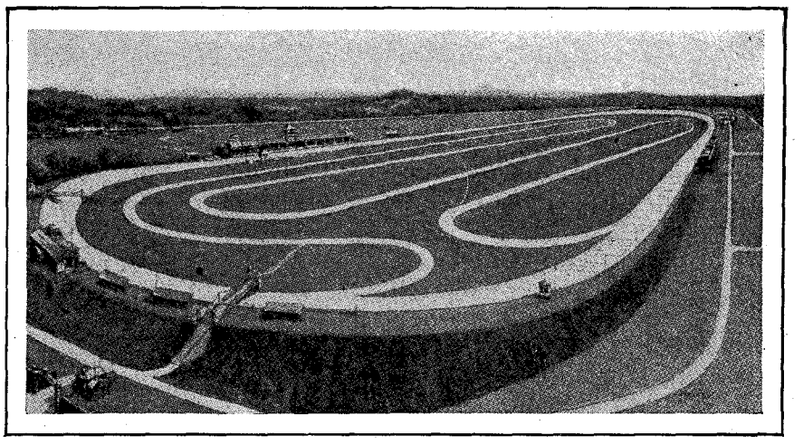


THE INDIANAPOLIS MOTOR SPEEDWAY.

The writer comments incidentally on Detroit as a center of the motor-car industry. He says that city has more interest for the person who would investigate the industry than any other city in the world. It was among the first to produce practical cars and it has led in their manufacture down to the present time. Ten of the largest factories of cars, ranging in price from a few hundred dollars up to several thousand, are there, besides a score of smaller plants. It is expected that this year Detroit will produce an excess of 50,000 cars, with a market value of considerably more than $55,000,000. Placed end to end these cars would make a line about 85 miles long and would be able to transport an army of 200,000 men at one time. One manufacturing company alone, which makes one of the highest-grade cars, will produce this year about 2,000, another, making a smaller-priced car, has a plant which is "one of the wonders of the automobile world," and it will turn out some 9,000 cars. Another, a pioneer in low-priced cars, expects to turn out this year about 20,000.

THE SPEEDWAY AT INDIANAPOLIS

Attention has already been drawn in England to the motor speedway soon to be formally opened in Indianapolis. *The Autocar* prints a picture of it, the same being presented elsewhere in this issue. This enterprise was undertaken by a company or syndicate formed by a number of men who are prominent in the motor world. They raised as their capital the sum of $200,000. The contract provides that the work of construction shall be completed by May 15. It has been the expectation that the first race meeting will be held there in June.

The length of the circuit portion of the Indianapolis track is $2\frac{1}{2}$ miles, and when to this is added the "straight finish" the distance becomes $3\frac{1}{4}$ miles. The width of the course is 100 feet. There are three main stands of large size, which combined will seat 35,000 people. In addition there are 20 private stands with a capacity of 50 persons each. The stands have been placed at points from which the entire course may be observed. As explained by a writer in *The Autocar:*

"Inside the main or outer track is a narrower course of very much greater length, the distance being obtained by three 'hair-pin' bends. The outer track is two miles long, and is 50 feet wide throughout except at the curves, where it is 60 feet wide and suitably banked for speeds up to 100 miles per hour. The inner road course is 25 feet wide in the straight portions and 35 feet wide at the bends, this being designed for speeds of 65 miles per hour. One lap of the complete outer and inner tracks, which are 'forked' to communicate with one another, measures (to be as accurate as the promoters' description) 5 miles 3 feet."

THE HILL AT BROOKLANDS

One of the illustrations contained in this week's issue shows the recently constructed hill at Brooklands for testing the hill-climbing power of cars. This hill was formally put to use late in March, with results that appear to have been satisfactory to the promoters. A writer in *The Car* remarks that "there can be no shadow of doubt that the building of the ascent of Brooklands has been a great success." The steepest portion of the hill has a grade of one in four.

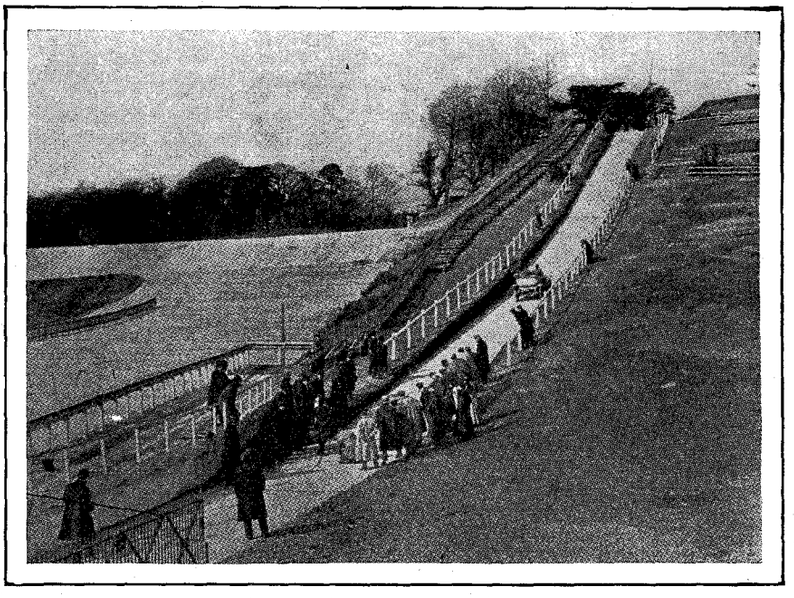
Of the trials made there on the opening-day the writer remarks that one of the cars "after a two-mile run on the level on low gear, came up the steep gradient in excellent style on second speed, without the slightest hesitation, the engine pulling in first-rate form up the steepest portion." As to the cooling-efficiency of the engine, the article states that the "radiator was by no means excessively hot after the severe combined test on the level and on the hill." Another test resulted in a car being restarted on the steepest part of the hill "without the necessity of the wheels rolling backward one inch." Another car made the ascent at an average speed of 15.9 miles an hour, the climb throughout being made on first speed. In a fourth case a high-grade single-cylinder car, which had been over a year in service, climbed the hill successfully.

BUYING A SECOND-HAND CAR

A. D. Hard, a writer in *The Automobile*, who is an expert in cars, sets forth in a recent issue some of the points which should be borne in mind by a prospective buyer of a second-hand car. He says the chief source of dissatisfaction among owners with cars they own, is a desire to secure some later or more stylish model. This often induces him to part with a machine, worth perhaps $2,000, for a sum half as large. The common practise with these owners is to secure from the maker of the new car an allowance for the old one, the maker turning over the second-hand car to a dealer for disposal at what it will fetch.

It often happens that a second-hand car thus disposed of has been little used, and not at all injured; in fact, such cars sometimes are found to run smoother and better than new ones. Mr. Hard once found, in a second-hand shop in Chicago, a well-known touring-car that had cost $4,000 two years before, marked for sale at $900. After he had made an examination, which resulted in showing him the car to be in first-class condition, he bought it and in less than a month could have sold it twice for $1,500. Mr. Hard recently visited the wareroom of a large dealer in second-hand cars and

(*Continued on page 806*)



THE BROOKLANDS (ENGLAND) NEW STRETCH FOR HILL-CLIMBING TESTS.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

100 SEGARMAKER FAVORITES $2.90

FROM FACTORY DIRECT TO YOU.

THEY are not handsome looking cigars—they are roughly made, no bands, and the boxes are not decorated with pretty pictures. If, instead of quality, you want a pretty looking cigar and a handsomely labeled box, if you believe in "scenery," don't buy "Segarmaker's Favorites."

I call them **"Segarmaker's Favorites"** because they are the kind my cigar makers smoke. They are made of the best tobacco in the house—clear, clean LONG-LEAF HAVANA FILLER—nothing but Havana. You get them fresh off the bench. This is one of my greatest values.

I buy and sell for cash. I go to Cuba regularly, buy my tobacco direct from the grower, and pay him long before the tobacco reaches the United States Custom House, and that's the reason I undersell everybody. **The man who buys and sells on credit cannot compete with me.**

PUT ME TO A TEST. Take this very cigar to your dealer. If he can buy a cigar like it in quality and size, in case lots, at the price I'm charging you I'll refund your money and let you keep the cigars.

This "Get Acquainted" Price Applies Only to Your First Order for Not More Than 100.

None sold at this price after June 15th.

Orders from old customers will be filled only at regular prices, (as per price list).

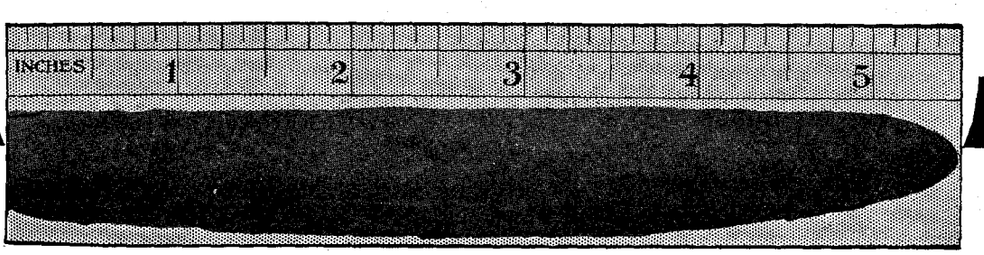
You need not order a hundred to start—order 50 for $1.45, or even 25 for 73c. It's all the same to me—just mention THE LITERARY DIGEST when you write.

You can't go wrong—smoke as many as you like—smoke them all for that matter, and if you then tell me that you didn't get all you expected, I'll return your money and ask no questions. Your money is merely on deposit with me until your satisfaction is established.

Morton R. Edwin **Dept. K, 64-66 and 67-69 West 125th Street, New York**

Make remittances payable to Edwin Cigar Co.

REFERENCES: Dun's, Bradstreet's, The State Bank of New York



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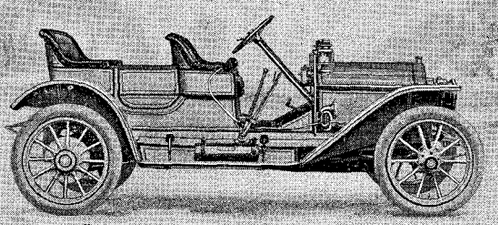
THE MARMON

"A Mechanical Masterpiece"



The "Thirty-Two" Suburban, $2400

Value, Not Venture

The marked mechanical perfection, the unusual durability and the thorough dependability of Marmon cars have never been questioned by well-informed, experienced motorists.

For over fifty years its manufacturers have enjoyed a world-wide reputation as builders of high-grade mechanical products.

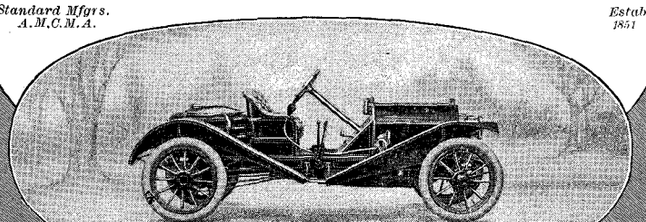
These facts will weigh heavily with the thoughtful buyer in considering the Marmon "Thirty-two." Light, powerful and unsparingly equipped, it invites the most searching comparison with anything on wheels at less than $3500.

MOTOR, 4 Cyl. 4½x4½, water-cooled. 32-40 H.P. Three point support. IGNITION, Bosch H. T. Magneto, dual system. LUBRICATION, Marmon system of automatic force feed through hollow crankshaft. DRIVE, straight line shaft. Selective transmission and rear axle one compact unit, very accessible. Large brakes, effective and very durable. MATERIALS, absolutely the best of everything, including Krupp and Chrome Nickel Steels. Hess-Bright imported ball bearings. TIRES, Q. D., 34x4. WHEEL BASE, 112 in. WEIGHT, 2100 lbs. EQUIPMENT, complete and high-class. BODIES, Sheet Metal. Touring Car seats five; Suburban (detachable tonneau) seats four; Roadster seats two, three or four. Also furnished as Coupe or Limousine Town Car.

Marmon "Fifty" (Seven Passengers,) 50-60 H.-P., $3750

Nordyke & Marmon Co., Indianapolis, Ind.

Standard Mfgrs. A.M.C.M.A. *Estab. 1851*



The "Thirty-Two" Roadster, $2400

The Easiest Riding Car In The World

KANTLEEK

INNER TUBES

Made from pure Para Rubber by our perfect process. Remarkable resiliency and long life. Furnished to fit any size and any make of outer casing. No old stock deteriorated by storage. Every tube shipped new and fresh direct from the factory to the user. *Send for descriptive folders and price list.* *AGENTS WANTED* in every city and town. Write for our proposition.

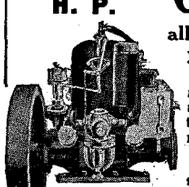
SEAMLESS RUBBER CO. (Makers of Kantleek Hot Water Bottles) New Haven, Conn.

ALWAYS FRESH DIRECT FROM FACTORY

GRAY MOTORS

3 to 20 H. P.

$60.00 and upwards Complete in every detail, all ready to install in your boat.



Made in the *largest and most up-to-date plant in the world* devoted exclusively to the manufacture of 2-cycle marine motors.

1, 2 and 3 cylinder.

Write for story of how these motors are made and catalog.

GRAY MOTOR CO. 59 Lieb St., Detroit, Mich.

2 H.P. Detroit Engine $29.50

Other sizes at proportionate prices in stock ready to ship. Single cylinder engines, 2 to 8 h. p.; double cylinders 8 to 20 h. p.; Four cylinder 50 h p. Engines start without crank ing. No cams, no sprockets, only three moving parts. All engines counterbalanced No vibration. Special fuel injector burns gasoline, kerosene, coal oil, alcohol, naphtha distillate. Plastic white bronze bearings (no cheap babbitt used.) Crankshaft drop forged steel. Bearing surfaces ground. Adjustable steel connecting rod. Waterproof ignition system. For your launch, sailboat, rowboat, stern wheel boat, or railroad track car. 20,000 satisfied users, free catalog and testimonials. **Demonstrator Agents wanted in every boating community.** Special wholesale price on first outfit sold.

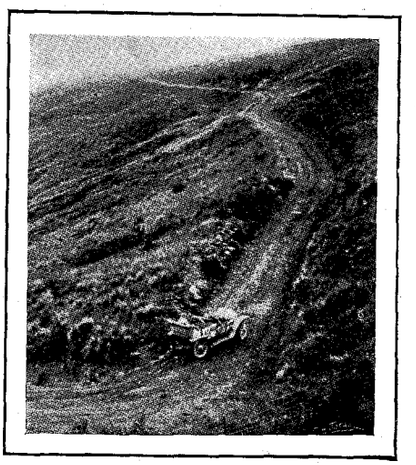
DETROIT ENGINE WORKS 1334 Jefferson Ave. DETROIT, MICH., U. S. A.

MOTOR-TRIPS AND MOTOR-CARS

(Continued from page 804)

made notes of prices. He writes as follows of the information he thus secured:

"I selected six of the most popular makes and found that he had seventy of these cars for sale, some being old models, some being single cylinders, double cylinders, four cylinders, and part being chain drive. There were nineteen Cadillacs, sixteen Wintons, twelve Fords, nine Maxwells, eight Ramblers, and six Buicks. The average cost price of these cars when new was nearly $1,600. The average price now charged for them as partly used cars was $503. The average time that these cars had been used was sixteen months. Nearly all of these cars had extra equipment, the average value of which I estimated to be $30. This left the average selling-price of the cars at $473. From these composite



HILL-CLIMBING IN NEW ZEALAND.

deductions, we find that a second-hand car that has not been used more than sixteen months should sell for not over 30 per cent. of its original cost price. But this must not be a strict assessment of value, for conditions of engine, tires, and amount of equipment must be considered. There are several factors to be considered which do not appear at a casual glance, nor can they be determined by a trial run."

Mr. Hard insists that a very important factor, always to be borne in mind, is the reputation of the maker of the car. A maker who turns out thousands of cars "will in all probability have a more even standard of mechanical construction than the one who struggles with an output of fifty cars a year." Another point to bear in mind is the possibility of securing parts when it shall become necessary to replace worn-out or broken ones. Here again it is important that the car should have been made by a manufacturer who makes all of the parts that go into its construction.

Dealers in second-hand cars should be approached with caution. Mr. Hard does not mean to say they are all dishonest, but "selling second-hand automobiles is fast becoming as proverbial as selling horses." In other words, the buyer, if not an expert, should have an expert's advice. It is one thing when a car needs a new engine and another when it requires only a few inexpensive replacements. Only an experienced

Nervous Persons Take HORSFORD'S ACID PHOSPHATE.

It quiets the nerves, relieves nausea and sick headache and induces refreshing sleep. A wholesome tonic

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ELECTRONIC REPRODUCTION PROHIBITED

man can discover "worn-out bearings, loose connecting-rods, and leaky valves." A trial spin is usually a great point for the seller, but "of doubtful value to the buyer." Indeed, Mr. Hard contends that a trial speed is of little value, even in the case of a new car, "for it is an easy matter now to use special fuel for trials in the demonstrating of cars." Above all things else the buyer of a second-hand car should have "an experienced automobile mechanic to examine the vital parts and make a report as to what replacements are needed," and then he must use his own judgment as to whether or not the car suits his needs. Mr. Hard advises the purchase of a second-hand car, in preference to a new one, when it is a case of owning one's first car, inasmuch as the first three months' use of a new machine by an inexperienced person "will do it more real damage than the next three years of careful operating."

ROADS IN THIS COUNTRY

It is realized generally that one of the earliest permanent influences of the car will be an improvement in American roads. No man owns, or drives, a car without reaching convictions on this subject very soon. A writer in the New York *Evening Post* specifies as follows the chief causes which have left this country so far behind Europe in the matter of roads.

"Imperfect State laws; inefficient and improper administration and management of roads; ignorance on the part of local road-builders of the principles and methods of road construction; ignorance of the qualities essential in road-building materials and lack of facilities for ascertaining such qualities; lack of sufficient research and experimental work to devise changes or improvements in road materials or existing methods of construction sufficient to meet

OLD SOAKERS

Get Saturated With Caffeine.

When a person has used coffee for a number of years and gradually declined in health, it is time the coffee should be left off in order to see whether or not that has been the cause of the trouble.

A lady in Huntsville, Ala., says she used coffee for about 40 years, and for the past 20 years was troubled with stomach trouble.

"I have been treated by many physicians but all in vain. Everything failed to perfect a cure. I was prostrated for some time, and came near dying. When I recovered sufficiently to partake of food and drink I tried coffee again and it soured on my stomach.

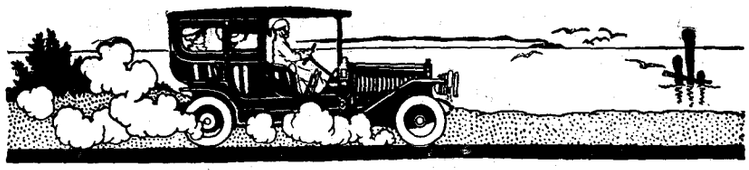
"I finally concluded coffee was the cause of my troubles and stopped using it. I tried tea and then milk in its place, but neither agreed with me, then I commenced using Postum. I had it properly made and it was very pleasing to the taste.

"I have now used it four months, and my health is so greatly improved that I can eat almost anything I want and can sleep well, whereas, before, I suffered for years with insomnia.

"I have found the cause of my troubles and a way to get rid of them. You can depend upon it I appreciate Postum."

"There's a Reason." Read "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



Here is a Strong Statement

The Winton Six is ***the best purchase*** on the market.

We make that statement absolutely without qualification. We fully realize the obligation upon us, as a reputable house, to limit our statements to provable truth. We realize that, since we have had a ***longer*** experience in manufacturing gasoline cars than any other American company, the public will not excuse on our part any bombastic statement that might be excusable if made by any inexperienced house.

Therefore, when we say the Winton Six is absolutely the best purchase on the market, we expect you to make no allowances whatever. We stand prepared to prove what we say.

We want you to know about the self-starting, sweet-running, six-cylinder

WINTON SIX

because it has the peculiar distinction of being ***the only six*** the world over to which a mammoth plant, capable of producing a half a dozen types simultaneously, is ***exclusively*** devoted.

We abandoned four-cylinder manufacture nearly two years ago. We could not conscientiously sell you a four (except as a second), because the Winton Six is so much better than the best four.

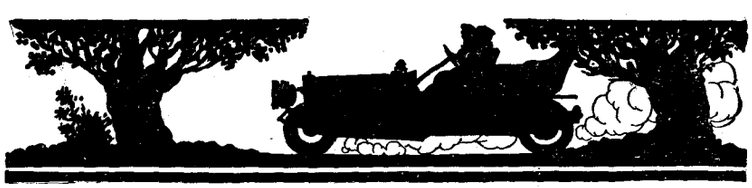
We are confident that if other makers could equal the excellence of the Winton Six they, too, would abandon fours and make sixes exclusively.

Since sixes are superior to fours (as we can easily prove to your satisfaction), and since the Winton Six is ***the only six*** whose maker has absolute and undivided faith in it, we suggest to you the advisability of finding out the whys and wherefores of this car before you become seriously engaged in the purchase of a new automobile.

Two sizes—$3000 and $4500. Our literature is fully explanatory. "Twelve Rules to Help Buyers" and "The Difference Between Price and Value" are especially helpful. Write us today.

THE WINTON MOTOR CARRIAGE CO.
Member Association Licensed Auto. Mfrs.
643 BEREA ROAD, CLEVELAND, OHIO

Winton Branch Houses in New York, Boston, Philadelphia, Baltimore, Pittsburg, Detroit, Chicago, Minneapolis, Seattle, and San Francisco



This Cornell Portable Cottage $193.00

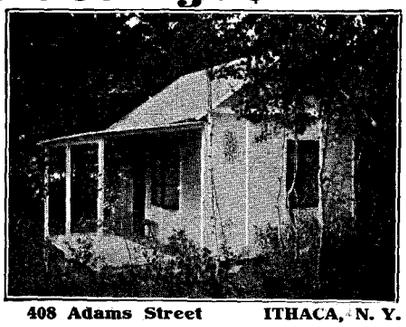
WE will build you a handsome portable cottage, same as photograph, complete in every detail, and prepay the freight for $193.00.

This cosy cottage, 12x15 ft. with a veranda 6x15 ft., is as strong, durable, wind and water proof as any permanent building. It is just the thing in which to spend a most delightful summer at the seaside, lakeside, or in the mountains.

Cornell Portable Houses are built in sections of first-class materials, painted inside and outside any colors desired. They are quickly and easily erected; only labor necessary is bolting sections together. Besides being as substantial as permanent structures they have the important advantage of being easily taken down and erected elsewhere without injury. They are far better than what local contractors build and cost much less.

Cornell Portable Houses are of many styles and sizes, prices varying accordingly. We build Cottages, Garages, Churches, Studios, Stores, Stables, Pavilions, etc., and ship everywhere. We have the largest and best equipped portable house factory in America and employ only skilled workmen.

Catalog of Cornell Portable Houses upon request.



WYCKOFF LUMBER & MFG. CO. **408 Adams Street** **ITHACA, N. Y.**

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ELECTRONIC REPRODUCTION PROHIBITED

From actual photograph of A. T. Mosher's car stalled in Florida swamp. Mr. Mosher writes his car was in water over Remy Magneto and motor 4 hours at a time. Yet after being pulled out, motor invariably started from magneto on second turn of crank.

This Picture Shows Why

More Remy Magnetos are used on 1909 American Cars than all others combined

This is the ignition system that can be literally flooded with water without injury.

You want the Remy—the **American** magneto designed with the broad margins absolutely **required** by automobiles used on American roads.

Too frequent oiling can not hurt it. It will stand more neglect—abuse—mud or sand than any other ignition system made.

These are only a few of the reasons why the

REMY

HIGH TENSION ALTERNATING CURRENT 1909

MAGNETO

will be used on over 30,000 American cars this season—three out of every five American cars using magneto ignition.

This is the magneto that can be installed, used or repaired by the most inexperienced motorist. It has no brushes—no moving contact—NOTHING TO CAUSE TROUBLE.

The Remy construction makes the **hottest spark**, increasing horse power from 5 to 25 per cent. by **actual brake test.**

It provides for double ignition—magneto and battery without additional wiring.

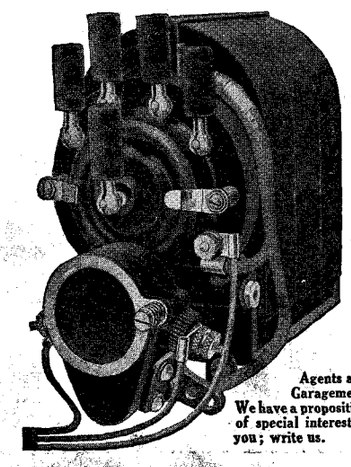
We make and keep in stock fittings for attaching the Remy Magneto to many old models.

We can equip your car, **old or new,** at a cost so reasonable it will surprise you. Address

REMY ELECTRIC COMPANY
DEPT. 20, ANDERSON, IND.

Branch Selling Offices:
1400-1402 Michigan Ave. Chicago — Automobile Bldg., 64th St. and Broadway, New York — 471 Woodward Ave., Detroit

Burman sent his car with Remy Magneto 100 miles in 102 minutes, lowering world's mark for distance 11 minutes, at New Orleans circular track, February 21.



Agents and Garagemen! We have a proposition of special interest to you; write us.

modern conditions, reduce cost, or increase efficiency."

George C. Diehl, of Buffalo, who is now chairman of a committee having in charge the subject of good roads in the interests of organized automobile men, recently gave to the writer of the article above referred to some interesting facts as to the present situation in this country in respect to roads. It appears from official record that we now have 2,150,000 miles of public roads, of which "scarcely seven per cent. can be said to be improved."

Farmers, no less than motorists, are awake to the importance of improvements. Indeed these two classes must be, and are, the most active agencies in promoting the present movement. It has been estimated by competent authorities that the farmers of the country, from properly constructed roads, would be able to save $250,000,000 a year. In the matter of marketing the wheat crop alone, the saving would amount to $10,000,000; in marketing the corn crop, over $12,000,000; and in marketing the cotton crop, about $5,000,000. In addition to these savings are to be included the educational and social advantages that would come to the residents of rural neighborhoods. The writer says:

"Bad roads restrict educational facilities, limit the rural free-delivery service, and prevent the proper development of social life in the country. Good roads permit of grade schools in the country, extend the rural free-delivery service, and check the exodus of young men and women from the farm to the city. Already, in localities where roads have been improved, we see the movement from the city to the farm."

Several Eastern States have already taken up extensive improvements, but it is only the more prosperous neighborhoods that can afford the outlay. Dependence on State aid has become quite general in many communities. The system which has already been put into operation in New York State is commended to other States by Mr. Diehl, and especially the system which classifies roads outside of cities and villages. As explained in the article this system is as follows:

"These roads are divided into State, county, and town roads. The State roads are the main traffic lines connecting the larger centers of population. They comprize 4 per cent. of the total mileage of the State, and are to be constructed and maintained directly by the State, and at State expense. The county roads are those which form within each county a properly developed system of main market-roads, taking into account their use for the purposes of common traffic and travel. These roads comprize about 6 per cent. of the total mileage of the State and are constructed under State supervision and at the joint expense of the State, county, and town. The town roads comprize the rest of the roads of the State, constituting about 90 per cent. of the total mileage. They are built and maintained under the direction of the local authorities, but with State supervision, the

FLEISCHMANN'S COMPRESSED YEAST HAS NO EQUAL

6% Bonds at Par

Serial Bonds of $100, $500 and $1,000, secured by first liens on farm lands. Issued under the Carey Irrigation Act. Any desired maturity, from 1911 to 1917.

We own and offer $300,000 of the bonds of the King's Hill Irrigation and Power Co.

The bonds are issued under the "Carey Act." The land which secures them has been segregated with the approval of the Secretary of the Interior and the Idaho State Land Board.

The land is located in the Snake River Valley, in the heart of the irrigated district of Southern Idaho. It adjoins the famous Twin Falls Tract. This is the Idaho fruit district, where land has exceptional value. Mean annual temperature, 54 degrees.

The bonds are secured by first mortgages given by owners of these irrigated farms, in the proportion of $1,500 mortgages for each $1,000 bond. They are additionally secured by a first mortgage on all the property of the Irrigation Company, on which $450,000 was expended before the bonds were issued.

The engineers approving the construction are J. G. White & Company, New York. The attorneys approving the legal phases are Wood & Oakley, Chicago.

The bonds mature serially, commencing in 1911. They are issued in denominations of $100, $500 and $1,000. Interest six per cent.

The ample security and high interest rate place these among the most attractive bonds we have handled. The bonds are likely to sell very quickly. Those who are interested should write for full information at once.

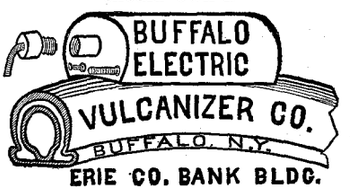
Send for Circular A

Farwell Trust Company, Chicago
Capital, $1,500,000

5 1/2% INVESTMENTS 6%

Our first farm mortgages afford positive safety for money as they are secured by productive farm land.
Please write for booklet "A" and descriptive list of securities. Established 1883.
E. J. LANDER & CO., Grand Forks, N. D. Minneapolis, Minn.

EVERY AUTOMOBILE OWNER
EVERY GARAGE
should own a



ERIE CO. BANK BLDG.

Buffalo Electric Vulcanizer

Simplest, most durable and practical—Easily attached to electric light socket—Temperature regulated automatically—needs no watching. Can vulcanize tube and casing at same time. You can repair your own tires and

Save Money—Save Time—Save Patience

We Will Sell You ONE For $10 To Introduce

Every Vulcanizer positively guaranteed

Write today for our FREE booklet on "Tire Troubles"

BUFFALO ELECTRIC VULCANIZER CO.
622 Erie Co. Bank Bldg. Buffalo, N. Y.

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cost being borne jointly by the State and town."

Some differences still exist among experts as to the precise kind of road most desirable. Even macadam is a subject of debate as to details. One factor, which enters into it, and which is quite independent of the macadam method, is that of material. The stone which one country or neighborhood may have at its command may not be the same as that used by another, and hence results from the same method of construction may be different in different localities. The writer says:

"The problem of scientific and at the same time practical construction of roads is most difficult. At recent conventions motorists and farmers have called road experts to their aid. Until a few years ago the problem of macadam construction was thought to have been fully solved in the countries of Europe, where over $5,000,000,000 has been expended in the construction of over 900,000 miles of roads, in maintaining which over $150,000,000 is expended annually. In France over $1,025,000,000 had been spent on macadam roads, and through proper maintenance these roads were kept in a high state of efficiency, but in the last few years these roads have rapidly become materially disintegrated. Last year an International Congress on Good Roads was held in Paris. Road experts from all over the world were called in conference to ascertain the proper form and type of construction of macadam roads. There are wide differences of opinion. Almost all of the recent road preservatives have advantages, but none seems to be up to the standard sought. The convention adjourned to meet again in two years, the time being set far enough ahead in order that the various methods of road-construction being experimented upon can be properly tested."

AUNTIES

They Belong to the Whole Neighborhood.

That dear old neighbor we knew as "Aunty" and who lived down the street was no relation, of course, except that her tender old heart made her "Aunty" to all the young people. And how she did love the young mothers!

One who remembers her says:

"We could always depend on 'Aunty' for good sound advice. She was particularly well informed on food and what to use for certain troubles.

"After having taught in the public schools for years my health became bad and I suffered frequently from indigestion. After my marriage I had indigestion so badly it became chronic.

"Owing to my condition my little baby did not get proper nourishment and was a very delicate child. I had about decided to put her on artificial food altogether when the advice of dear old 'Aunty' put baby and I on the right road.

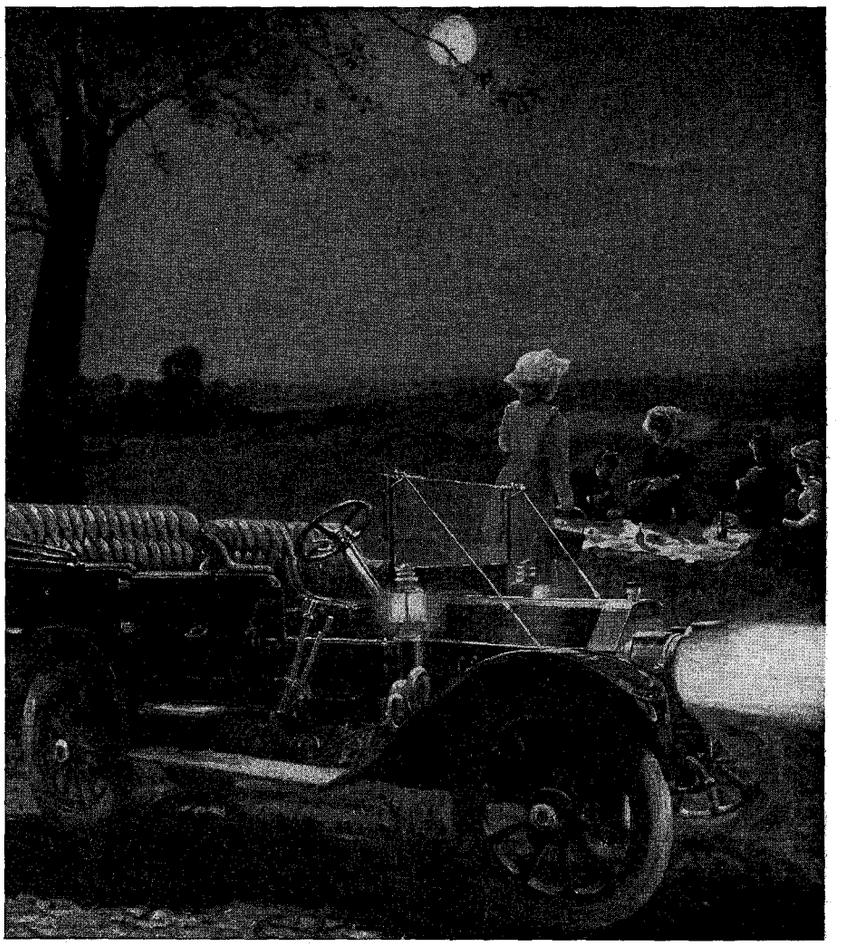
"She insisted upon my trying Grape-Nuts food, declaring that it would help me and give baby more nourishment, so to please her I did, trying it for breakfast. The result was so marked and so quick that I ate it for luncheon too and I must say the change has been wonderful. I have good health now and baby is a strong active child.

"My mother says that Grape-Nuts helps her more and keeps her more cheerful and happy than anything else she has ever done. Truly pure, scientific food has great power."

"There's a Reason."

Read "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



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To run over into the next county, or state, for an unpremeditated picnic supper and home by moonlight, with a car that is just as ready for a long tour as for a shopping expedition the next morning—this is the kind of service which you may obtain from a very high priced motor car; which you are sure to obtain from an Oldsmobile.

Four-cylinder touring car, roadster or toy tonneau, $2750. Six-cylinder cars, $4500.

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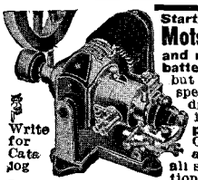

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MOTSINGER DEVICE MFG. CO.
67 Main St., Pendleton, Ind., U.S.A.

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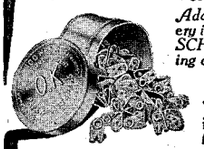

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With 2 H.P. Engine Complete

18-21-25 foot launches at proportionate prices. All launches fitted with two cycle reversing engines with speed controlling lever; simplest engine made; starts without cranking, has only 3 moving parts. Steel rowboats, $20.00. All boats fitted with water-tight compartments; cannot sink, need no boat house. We are the largest manufacturers of pleasure boats in the world. Orders filled the day they are received. We sell direct to user, cutting out all middle-men's profits. **Free Catalogue.**

Michigan Steel Boat Co., 1334 Jefferson Ave., Detroit, Mich.

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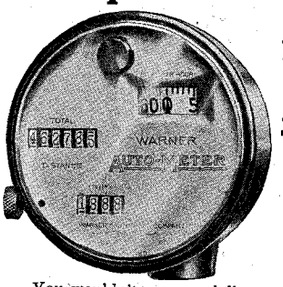
A Speed Indicator must be Accurate otherwise it is Worthless



You wouldn't carry a dollar watch to indicate the time? Nor have a 35 cent alarm clock in your parlor.

What reason, then, for equipping your Automobile with a centrifugal "speed indicator"—which because of the principle on which it is made is far less accurate than the dollar watch?

—Which because the principle is wrong gives no indication whatever under 5 to 10 miles per hour.

—On which for the same reason the speed hand flutters over a space representing 5 to 10 miles per hour until you can't read it and have to guess at the real indication.

—And which because of the principle on which it works must be made so frail and delicate that a 35 cent alarm clock is a marvel of durability and accuracy beside it. (Ask to see the inside of one and know.)

The Auto-Meter is built on a different principle—the true principle—the only principle which will accurately indicate *every range* of speed from zero to 100 miles per hour.

—Which, notwithstanding this sensitiveness and accuracy, permits of a construction so durable that no shock which would not ruin the car will affect its wonderful accuracy in the slightest.

—And which is so well made—every bearing sapphire jewels or imported Hoffman Balls—that it will withstand a MILLION MILES of the roughest riding without appreciable wear and without losing in accuracy more than *ten feet to the mile.*

The Warner Auto-Meter

Guaranteed Absolutely Accurate

The Auto-Meter is built like a Chronometer, by the same men using the same expensive machines.

It is absolutely accurate when you get it and *will remain accurate* as long as you have a car to use it on. *It will not wear out.*

* * * *

The Odometer used in connection with the Auto-Meter is our own construction. It is as strongly and durably built as the Auto-Meter itself. Season dial registers 100,000 miles. Other odometers register 10,000 miles only. This is often insufficient for a *single season.* Future mileage has been lost. The trip dial registers 1,000 miles and repeat. Other odometers register 100 miles only. A single turn of a button resets to zero.

* * * *

Those who demand and can afford *the best* invariably specify the Auto-Meter because of its extreme sensitiveness, unfailing accuracy and wonderful durability.

Ask us to send you our book in which we compare principles—prove every claim we have made—and show you plainly why, to buy any other speed indicator than the Warner Auto-Meter, is to actually *waste your money.*

The Warner Instrument Co.

Factory and Main Offices: 456 WHEELER AVE., BELOIT, WIS.

NEW YORK, 1902 Broadway
PITTSBURG, 3432 Forbes St.
CLEVELAND, 2062 Euclid Ave.
DETROIT, 239 Jefferson Ave.
CINCINNATI, 122 E. Seventh St.
ST. LOUIS, 3923 Olive St.
BOSTON, 925 Boylston St.
BUFFALO, 722 Main St.
CHICAGO, 1502 Michigan Ave.
SEATTLE, 914 E. Pike St.
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Do not think of buying a launch until you see our

FOUR LAUNCH BARGAINS

Only $121 for this complete 16 foot launch. 2½ H. P. guaranteed, self-starting engine.

$144 for 9½ mile per hour "Speedaway." **$153** for canopy topped "Winner." **$160** for Auto-topped 3 H. P. "Comfort." Special bargains in 18 ft., 22 ft. and 25 ft. launches. Engine result of 30 years experience. Weedless wheel and rudder. Shipped immediately. Your money back if not as represented. Send postal for our handsome catalogue today—it's a gem.

C. T. WRIGHT ENGINE CO.

505 Lake Street
Greenville, Mich.

TRANSFORMATIONS IN TEN YEARS

E. P. Chalfont recently wrote an interesting outline of the transformation which in late years has overtaken the methods of building autocars. He says that hardly 10 per cent. of the present factories would have been considered ten years ago as having any systematized organizations. In contrast with the business of building locomotives, he says, these changes in motor-car methods have been as great as those in locomotive-building during the fifty years from 1825 to 1875. As to coach-building, he adds, that "no fifty years of its history ever showed a development as rapid as that of the automobile in the last decade." After starting from "practically nothing," several American plants have each produced over 10,000 cars since 1902. Comparing American with foreign-built cars, Mr. Chalfont says:

"To say as a generalization that the American car followed the design of the foreign car is wrong. There are many motor-car elements which originated in America and have been used abroad. As early as 1898 and 1899 American makes of cars included the arrangement of vertical-cylinder engine in front, substantially on the lines of the present-day automobile, while at that time some of the well-known makers of foreign cars had the engine under the seat or horizontally arranged, the position of the radiators being frequently in the roof of the top, or under the car. Then foreign voiturettes had the motor mounted in odd fashion, in different ways in the rear of the car, on or close to the axle. The small car originating in America, acknowledged as having been the stimulus of quantity-production, was copied by European makers.

"For perfection of design appropriate to the load and conditions of employment, for excellence of material and sound, accurate workmanship, American-built automobiles can not be beaten anywhere in the world. For efficiency and aggressiveness American mechanics are the best. American machine tools, it is admitted generally, lead the world. One of the French pioneer automobile-makers said some years ago that if it had not been for the fact that American houses were in a position to supply certain types of lathes, drilling-machines, gear-cutting appliances, and other intricate pieces of mechanism, when the automobile movement began to expand, a popular self-propelled road-vehicle could never have been considered by the makers, and all classes of automobiles would necessarily have remained at extravagant prices. This condition of European automobile-makers turning to America for modern appliances and new ingenious machines, which make possible producing higher-grade automobiles at less cost, obtains to-day.

LUBRICATION

One of the minor problems in motor-car propulsion (or perhaps in some sense a major problem) is that of lubrication. Formerly it was held that the only way to increase the power of a car was by increasing the cylinder diameter or lengthening the stroke. More recently, makers have found that the power of a car may be increased 10, 15, or even 20 per cent. "without adding to the bore and stroke, or adding additional cylinders." All this has been brought about by improvements in different systems employed on the cars.

No More Tire Pumping

The Goodyear Air Bottle makes Tire-Pumping a pleasant break in the trip.

Any tire can be inflated in a few seconds by the weakest member of the party. Neither hands nor clothes will be soiled.

* * *

The Goodyear Air Bottle makes fun out of the most patience-trying, back-breaking, pleasure-killing task the motorist has to contend with.

Simply connect a hose with the tire valve and turn on the air. When the indicator hand points to the pressure best for your tires, turn it off. It only takes a few seconds.

There's no temptation to ride a partially deflated tire until you reach a garage. Yielding to such temptations has ruined many a good tire.

There's no uncertainty about the exact pressure—the gauge tells. Kicking a tire, noting how far it depresses under load, or other "rules of thumb," won't tell you within 15 or 20 pounds. Even this amount of underinflation cuts down durability and increases upkeep cost amazingly.

GOODYEAR
AKRON, OHIO.

With a Goodyear Air Bottle under the seat you are always prepared—always able to apply the remedy the instant it is needed, without work or trouble. It's a wonderful invention.

The Goodyear Air Bottle is made from thick, tough, seamless steel. It is filled with air under pressure—no gas—no chemicals—nothing to injure the rubber or corrode the valves until they won't hold. Just AIR. It will fully inflate from 4 to 35 tires, according to size. Will partially inflate many more.

It comes equipped with hose, valve connections and the most reliable pressure gauge on the market.

We keep it filled for **two years without charge.** Exchange an empty bottle for a filled one any time at any Goodyear Branch. These are located in all the principal cities.

These bottles come in two sizes—small at $15, large at $20. One of these will prove the best investment you can make. Call in and let us demonstrate it—see how simple and easy it is to fill a tire.

Write for illustrations or call at our nearest branch for demonstration.

The Goodyear Tire & Rubber Co.

Liberty Street, Akron, Ohio

Branches and Agencies: Boston, Mass., 261 Dartmouth St.; Cincinnati, Ohio, 317 E. 5th St.; Los Angeles, Cal., 949-51 S. Main St.; Philadelphia, Pa., Broad and Fairmount Ave.; New York City, 64th St. and Broadway; San Francisco, Cal., 506 Golden Gate Ave.; Chicago, Ills., 80-82 Michigan Ave.; Cleveland, Ohio, 2005 Euclid Ave.; Milwaukee, Wis., 188-192 8th St.; St. Louis, Mo., 3935-7 Olive St.; Buffalo, N. Y., 719 Main St.; Detroit, Mich., 251 Jefferson Ave.; Pittsburgh, Pa., 5988 Centre Ave.; Omaha, Nebr., 2010 Farnam St.; Washington, D.C., 1026 Connecticut Ave.; Atlanta, Ga., 90 N. Pryor St.; Louisville, Ky., 1049-51 Third St.; New Orleans, La., 706-16 Baronne St.; Memphis, Tenn., 181-5 Madison St.; Dallas, Tex., 111 N. Akard St.; Denver, Colo., 28 W. Colfax Ave.; Baltimore, Md., 991 Park Ave.; Kansas City, Mo., 16th and McGee Sts.; St. Joseph, Mo., 316-24 N. 2d St.; Providence, R. I., 366 Fountain St.

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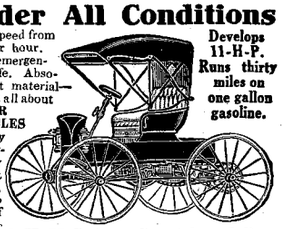
by writing postal today for free book. No blow-outs—punctures or any other tire troubles. Most dependable car made. Prices from $375 up according to style of body. Write for catalogue No. 51 today.



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The Tires That Last

They Ride Easier--They Save Your Car--They Last Longer

Motorists are awakening to the fact that REAL QUALITY in an automobile tire means more than long life.

It means added resiliency, saving in wear and tear on your car, and increased comfort and satisfaction in driving.

The old experienced driver has long known that HARTFORD TIRES are to be preferred from every standpoint of economy, satisfaction and comfort.

HARTFORD TIRES

"The Tires That Last"

are pre-eminently the quality tires of the world, fast and resilient and long lived.

They are constructed of the very best materials only, by advanced methods and machinery (widely copied) —in the oldest exclusive tire factory in this country, by workmen skilled through years of training with us.

Our watchword is "Keep the Quality Up."

Insist on HARTFORD TIRES. Do not accept the "just as good" kind.

THE HARTFORD RUBBER WORKS COMPANY, HARTFORD, CONN.

BRANCHES: New York, 57th St. & Broadway; Chicago, 12th St. & Michigan Ave.; Boston, 817 Baylston St.; Detroit, 256 Jefferson Ave.; Denver, 1564 Broadway; Philadelphia, 1425 Vine St.; Atlanta, Ga., 94 North Pryor St.; Buffalo, 725 Main St.; Cleveland, 1831 Euclid Ave.

AGENCIES: Pierson-Wilcox Electric Co., Minneapolis; Mercantile Lumber and Supply Co., Kansas City; St. Louis Tire Agency, St. Louis, Mo.; Chanslor & Lyon Motor Supply Co., 930 S. Main St., Los Angeles, Cal.; 542 Golden Gate Ave., San Francisco, Cal.; F. P. Keenan Co., Portland, Ore.; Compania Mexicana de Vehiculos Electricos, City of Mexico.

With some cars, efficiency has been promoted by overcoming an imperfect cooling-system by increasing the radiator capacity, securing a more efficient water-pump, and by a redistribution of the water-jacket volume. Other cars have been helped by improving the carbureters, or the ignition-system, or by increasing the valve-diameter. Many makers have worked at these problems and produced results by solving them. At the same time, makers have all "realized the importance of increasing and perfecting the lubricating-system." A writer in *Motor Age* says of this:

"The vigilant driver has in analyzing motor-troubles discovered how many of these can be traced to faulty lubrication, by which is meant too much oil, or too little, or, as it often happens, too much in one part, not enough in the other, and an uneven flow to all. No other part of the motor has been the subject of more improvement during the past year than oiling.

"Much of the trouble in lubrication has been due to a vague understanding of the different oils by car-owners, and which ignorance still exists in many respects. While the oil-manufacturers have been bending every energy toward getting oils suitable for water-cooled motors, air-cooled motors, steam-motors, high-speed motors, low-speed motors, high-compression motors, and low-compression motors, the great majority of car-owners have been making no effort to study out for themselves the oil situation. It is true, if they purchased oil direct from the manufacturer, there would be every reason to believe a satisfactory product would be secured, but it has so frequently happened that the unscrupulous oil-dealer has employed substitution to an amazing extent and to the injury of many cars. Cases are numerous in which the oil sold was not of brand represented, and which proved to be an inferior one, entirely unsuited for motor needs."

A LIGHT UPKEEP

A writer in *The Autocar* cites the experience of an Englishman in securing for his car a remarkably low expenditure for upkeep. His car was a private one and was an 18–24 horse-power one. Since May 1 of last year it has covered 10,164 miles. He details as follows his experience in costs, and then comments further:

	£	s.	d.	d. p.m.
480 galls. petrol (equal to 21.17 m.p.g.)	22	19	0	0.543
Tires, repairs, and renewals	37	0	3	0.874
Insurance and taxes (for full 12 months)	20	17	5	0.493
Repairs and experiments (principally the latter)	41	8	0	0.115
31 galls. lubricating oil, and grease	5	0	5	0.118
Charging batteries, carbide, etc.	1	7	0	0.232
	£92	2	1	2.175

"The car has been run much in traffic; therefore the average petrol consumption of 21.17 miles per gallon may be considered very satisfactory. When I took the car over my best average was 24 miles per gallon on a run of 186 miles from Filey, but since then I have done, under test conditions, 30 miles per gallon which showed a ton mileage per gallon of 47.30. The increased mileage I obtained:

"(1) By fixing under suction pipe an extra inlet tap (controlled from dash).

"(2) By admitting when required only warm air to main inlet of carbureter by connecting the choke-ring with metallic shield fixt ¼ in. from exhaust-pipe.

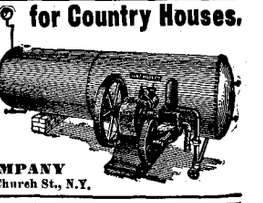
"(3) By boring out the choke-ring to the fullest extent, the carbureter taking the extra air readily when warmed.

"I have a leather clutch, which I drest

Water Supply for Country Houses.

THE PROBLEM SOLVED

No elevated tank to freeze or leak. Tank located in cellar. Any pressure up to 60 lbs. The ideal fire protection. Send for Illustrated Catalogue "O."



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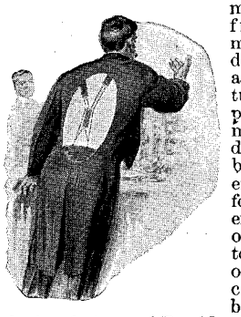
THE most comfortable lightweight suspenders for office and dress wear. They rest lightly on the shoulders, permit entire freedom of motion, and do away with all tiresome tugging and pulling which make the ordinary rigid-back suspenders so uncomfortable. This entire absence of strain is due to the action of the sliding cord in the back—an exclusive feature of President Suspenders.



Light weight for office and dress wear, medium and heavy weights for workers. Extra lengths for tall men. Maker's guarantee on every pair. Satisfaction, New Pair or Money Back. If your dealer cannot supply you, we will, postpaid, upon receipt of price, 50 cents. Convenience suggests a pair for each suit. Get them to-day.

THE C. A. EDGARTON MFG. CO.

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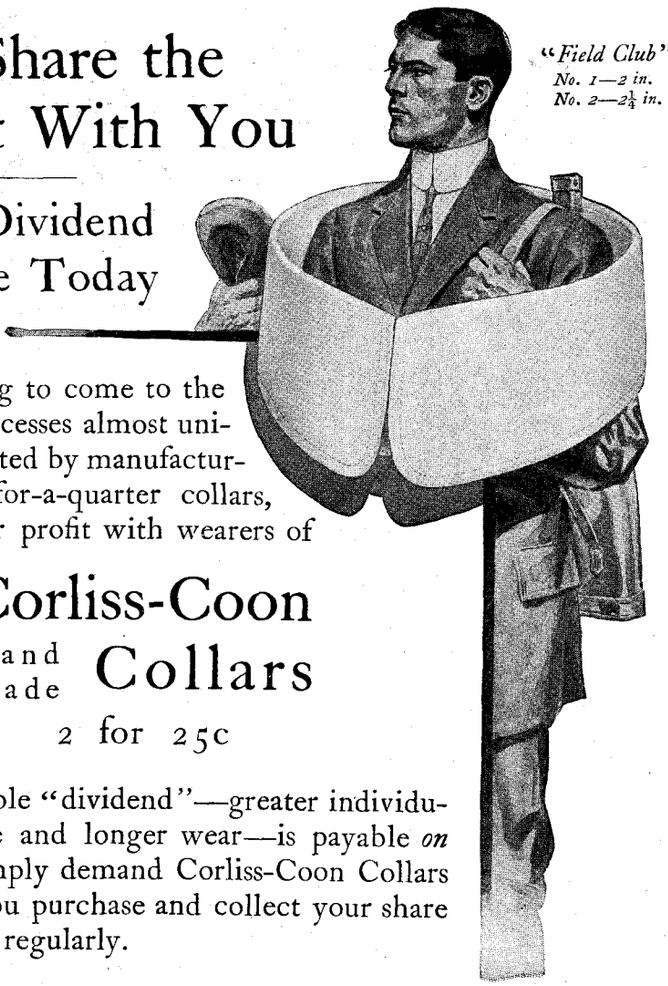

"Field Club"
No. 1—2 in.
No. 2—2¼ in.

In refusing to come to the machine processes almost universally adopted by manufacturers of two-for-a-quarter collars, we share our profit with wearers of

Corliss-Coon Hand Made Collars

2 for 25c

Your double "dividend"—greater individuality of style and longer wear—is payable *on demand.* Simply demand Corliss-Coon Collars each time you purchase and collect your share of the profit regularly.

"On deposit" with discriminating furnishers everywhere. If you experience any difficulty in "collecting" through your furnisher, you have recourse through our Factory. Your order with twenty-five cents mailed to Corliss, Coon & Co., Dept. W, Troy, N. Y., will bring two of these extra value collars (any style or size) to your door. Our New Style Book to help you make selection will be mailed to any address on request.

"Field Club" illustrated above is an "extra dividend" collar. The accuracy required in a collar which must exactly meet in front and stay together through a hard day's wear adds to the expense of making. But you get more style than is possible in any other shape of fold collar. The required exactness is found only in the Corliss-Coon "Field Club." Two Heights. "Field Club" No. 1—2 in.; "Field Club" No. 2—2¼ in. Regular and quarter sizes.

Corliss, Coon & Company, Dept. W, Troy, N. Y.

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Its aromatic delicacy will surprise you. It is the most perfect blend of tobacco you ever put in your pipe—the highest class—it stands all by itself, the KING of mixtures.

A tobacco that your women folks will like to have you smoke at home—you may never have known the luxury of a pipe smoke before.

SEND 10 CENTS and we will send a sample.

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The Handiest, Most Secure Binder for all Documents Needing Preservation. Steel Klips avoid all Strings, Wires, or Hole Punching.

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running for two years or longer and bearing 6 per cent. interest, payable semi-annually.

These certificates are ample secured by first Mortgages deposited in Trust and are issued in amounts of $100.00 or more.

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the first four days with equal parts of glycerin and castor oil, and it has never required or had the slightest attention since; it has now done 8,600 miles, and never once shown a fault.

"Respecting the important question of lubrication, I used for the first 5,000 miles a much recommended and largely advertised oil—expensive, too—and I averaged but 208 miles per gallon, fouled my cylinders to the extent of slight knocking after 2,500 miles' running, and my sight feed-glasses required cleaning every 500 to 600 miles. I then turned to a heavy-grade motor-oil, from which I obtained most excellent comparative results. I now run from 600 to 900 miles per gallon, which means one gallon of my present oil is being volatilized instead of from three to four and a half gallons of the former, with the result that I now show no smoke, my cylinders give me no trouble whatever, the sight feed-glasses remain clear for 2,000 miles, and, finally, the oil is little more than half the cost of the former."

AS TO FRENCH ROADS

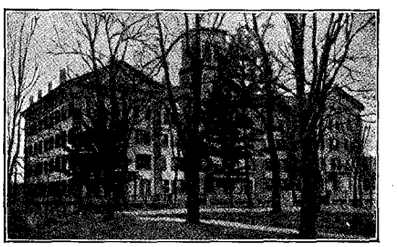
An international road congress, recently held in Paris, will, it is believed, result in a general awakening in many countries of improvements in highways. It was thought proper that this congress should be held in a country everywhere famous for the excellence of its roads. France, indeed, has the lead in this respect. Its roads of the "first class" now comprize a total of 160 kilometers, a distance sufficient to circle the globe four times. It is true that other countries also have good roads—North Italy, Austria, Germany, Switzerland, England, and a few parts of the United States—but there is no such general and extensive excellence in any of these as in France. Here there is a continuity of what are known as first, second, and third-class roads, all of which have equally good surfaces and are cared for in an equally diligent manner, tho in other respects they fall into different classifications.

A writer in *The Autocar* attributes the excellence of French roads, not alone to the French of to-day, but to former inhabitants of the country. The example of them was first set by the legions of ancient Rome, after they had conquered Gaul. By them were built 2,000 kilometers of roads that were afterward incorporated into the great trunk-lines of France. In the eighth century, this writer says, the roads of France had been generally well planned and were well maintained.

Of the three classes of roads which might all be called good roads there are in France

A GREAT BARGAIN

AT CLAVERACK, Near Hudson, N. Y.



The property known as Hudson River Institute. It consists of 20 acres of land and two large buildings, containing about 250 rooms. Suitable for Summer Boarding House, School, Sanitarium, Home for Convalescents, Aged People, or Orphan Asylum. Very healthy. Good spring water, pond, gymnasium, and athletic field. 500 grown trees. Price asked $10,000. Open for inspection. Caretaker on premises. **JOHN C. HAVEMEYER, Yonkers, N. Y.**

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to-day 577,915 kilometers. Nearly 40,000 kilometers are cared for directly by the state; these are in every sense of the word national roads. One of them cost on an average 30,000 francs a kilometer to complete; another cost 15,000 francs. Both roads require an annual expenditure of 800 francs a kilometer in maintenance. The total contributions made by automobilists to roads amount in France to about 17,000,000 francs a year, in addition to which are many thousands or hundreds of thousands of francs obtained as fines, dues, etc. Not content with the roads she now has, France has under consideration plans for the expenditure, during the next forty years, of 290,000,000 francs on roads which when completed would "gird France with a web of specially maintained automobile highways."

The writer has obtained facts for the striking statement that in France there is to-day nearly one kilometer of first-class road to each square kilometer of superficial area. In Belgium the proportion is 20 per cent. less. In England there is only .66 of a kilometer for each square kilometer of surface. In Germany the proportion is .54; and in Switzerland .32. The writer adds that "one trembles to think what the comparative figures of the United States would be." He says the finest stretch of French roadway is that between Arles and Salon in Provence, where are "forty kilometers of flat, straight-away roadway with scarcely a bend for its entire length." He adds that "there is probably not such another magnificent strip of roadway as this on earth." Elsewhere in France, notably in the center of the country, are other roads almost as remarkable.

NO DEARTH OF PETROL

One of the problems under discussion among owners of cars in England is the future price of petrol, or gasoline. The price now is 1s. 8d. (40 cents) for each two gallons. The query put in *The Autocar* is "Is motor spirit to continue to reduce in price, or is the present move an artificial one unjustified by circumstances and created only to serve certain ends in view?" A change has recently come over the trade by which a heavier motor-car spirit has been substituted for the one employed five years ago. Much of this change has been attributed to the coming to the front of petroleum oil-fields in Sumatra and Borneo, and "the overcoming of a popular prejudice against heavy-gravity spirit." During the past three years the petrol used in England has increased in gravity from .69 to upward of .72. The writer observes that motorists not having been told of the change would have been sure not to notice it, "so efficient is heavy spirit when once the carbureter adjustments have been made." In a further discussion of the subject the writer says:

"But the advent of the heavier spirit has been a great boon to the motorist. Had he still insisted upon a light-gravity article, he would most assuredly have been paying something like 2s. 8d. (66 cents) per two-gallon tin in London to-day, and quite probably the price would have been considerably in excess even of that figure, since it would have been next to impossible

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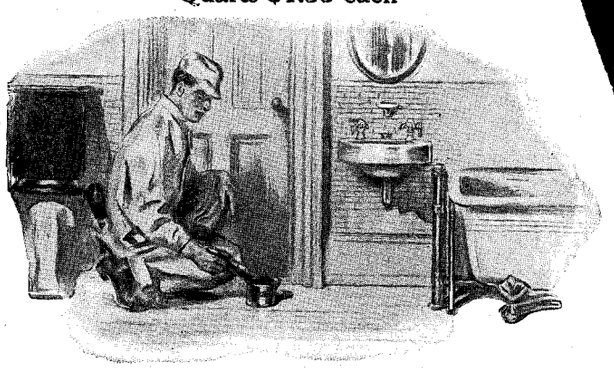

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to meet the demand by the supply. Now, however, new fields have been opened up which were formerly debarred from sending their motor spirit to this country. For instance, what would have been the use of our having a .740 Rumanian spirit placed on the market five years ago? Yet to-day Rumanian spirit is being imported into this country in ever-increasing quantities and finds a ready sale, for it has been proved that the efficiency of a motor spirit does not depend upon its gravity alone. Then from Russia, Mexico, and other countries England to-day is importing large quantities of petrol, and as time goes on there is every reason to believe the countries of origin will continue to add to their number.

"The dearth of petrol, which we heard such a lot about a few years ago, never seriously existed, but at the present time it is quite out of the question. Even on the English market we see convincing signs of the increase in the number of producing countries. Only a very few years ago the distribution of petroleum spirit in the United Kingdom was centered in the hands of two concerns, but to-day several more distributers have come into the field, each with a spirit produced in a different country.

"It is an open secret that, owing to the appearance on the English market of these newcomers, the motorist to-day is in a position to purchase his petrol cheaply. A war of prices is being waged by the older and stronger firms, and the spirit now sold in London at 1s. 8d. per two-gallon tin shows not the slightest profit to the importer or distributer. To imagine then that petrol will yet continue to be reduced is quite erroneous. On the contrary, the present fight can not continue permanently, and when it does end the figures for motor spirit are bound to go up. Yet the motorist may rest content. So far as London is concerned, it can be taken for granted that petrol will not in all probability increase to a price beyond 1s. 10d. per two-gallon tin for many months to come."

Explained.—"How do the milliners manage to get out these enormous Easter hats on time?"

"Modern construction methods account for it. The steel framework is erected first, and then the trimmers can work on every story independently."—*Louisville Courier-Journal.*

Advice.—"What sorter confuses me," said Uncle Eben, "is dat after I gits a lot of advice I's got to go around an' git a lot mo' advice 'bout which advice I's g'ineter take."—*Washington Star.*

No Escape.—HER HUSBAND—"Well, it takes two to make a quarrel, so I'll shut up."

HIS WIFE—"That's just like a contemptible man! You'll sit there and think mean things."—*Chicago News.*

The Spirit of the Law.—JUDGE—You are charged with being the leader of an organized band of pickpockets!"

PRISONER—"Well, yer'll have to impose a fine on de Corporation den, yer know; yer can't punish me personally!"—*Puck.*

A Long Farewell.—SHE (effusively)—"How nice it is to have met you again after all these years, my dear Captain Burlington."

HE—"*Major* now! That was ten years ago, you know."

SHE (still more effusively)—"How time flies! Well, congratulations and good-bye. *I hope you'll be a General* when next we meet."—*Punch.*

True to Training.—GENEROUS LADY—"Here, my little boy. I know you are hungry for a box of these animal crackers."

BOY—"Much obliged, lady; but my folks is vegetarians."—*Judge.*

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CURRENT POETRY

Rain in the New Forest

BY JOHN DAVIDSON

[The editor notes that this poem was received from John Davidson but a fortnight before his mysterious disappearance. "The same honest pleasure of living that stirs in every line of the poem," says the New York *Evening Post*, "comports ill with the prevailing suspicion" that he has taken his own life.]

By Emery Down to Minstead
In the rain on a lenten day—
About the Forest to Minstead,
And back by the Cadnam Way.

It was afternoon when the rain came down,
Compact, precipitate, icy cold,—
None of your showers that drain them dry
Before the hurricane clears the sky,—
Lean showers, themselves afraid of the wet,
That sprinkle the forest and spray the town,
But only harden the shriveled mold,
And leave the dust-clouds waltzing yet!
In the afternoon real rain began,—
Vaporous phalanxes enrolled,
A pluvial ban and arrière ban
Arrayed, deployed, ordained and set,
To drench and saturate garth and wold,
And liquidate nature's vernal debt;
For when the herbage begins to grow
The rain is due tho the dust may blow.
But the birds considered it nothing at all:
In nest and nest a clutch of hopes
Would soon be hungry and musical;
So sparrow and starling, finch and wren
In thicket and clump and sprouting copse
Chuckled and chirmed and whistled again:
No bird considers the heaviest rain
When nests are warm and a mystery broods
In the heart of the world and the heart of the woods.
And as for the merle,
'Twas a thing to be heard,
How he sang at his peril—
So valiant a bird!—
The whole of his song from beginning to end,
Expending his passion as prodigals spend;
While the throstle laughed in his olive wing,
And turned an astonishing phrase or two
Of the matchless music he means to sing
When the woods are green and the heavens are blue—
The song-thrush laughed in his feathered sleeve
At the sound of the blackbird's squandered song,
And the triumph his melody must achieve
When the nights grow short and the days grow long,
When cherries redden and berries swell,
And songs should be sweeter than song can tell.
But the larks were the miracles—they, the larks,
Climbing the sky in the teeth of the rain—
A navy of gallant aerial barks
(Your bird is your pristine aeroplane),
All primely rated,
With passion stored,
With music freighted,
And love on board.

. . . . . .

In open woodland and fenced demain
The swarthy thickets with stripes and studs
And knops and clusters of evergreen
Were brindled and pied; the unburst buds
With a blushing promise of summer glowed
On the crimson birch; and the garnered rain
Emptied in torrents its glistening load
On the purple background and sanguine stain
Of the birch-lit forest,—a wash of rain
Like a glistening, silvery lacquer flowed
On the purple woods where the birch-buds glowed
On the swarthy ground like a crimson stain.
Rooks fell on a ruddy field with a rush
And gobbled the worms like dainty sops.
Against the music of blackbird and thrush
Amorous doves in the fir-tree tops,—
To the flute and oboe of blackbird and thrush,
And the eager larks like a soaring flush
Of newly embodied chromatic scales,
Doves in the lofty fir-tree tops
Rumbled their drums at intervals.
A nut-brown brook in love with the rain,
Telling its chaplet of pebbles, turned
Under a bridge with a hushed refrain,

The Howard Watch

ALMOST every day there is brought to light some new anecdote of the HOWARD Watch, or some interesting record of its excellence.

The *Daily Tribune*, of Goldfield, Nevada, recently contained the following news item under the heading, "A Watch with a History Among the Indians":

"Dick Jones, of Ryolite, came to Goldfield yesterday with a valuable gold watch obtained from an Indian squaw in exchange for two ponies. The Indian, when questioned as to her possession of the watch, said:

'Long ago pale faces come Death Valley: too hot, no water, they die, Injun get watch, put in ground many moons, now swap.'

"The watch, continues the *Tribune*, "is forty years old; it has an E. Howard movement of the date of 1868, and in spite of its years of service, burial in the ground and handling by the Indians, is still a marvel as a timekeeper."

The price of each HOWARD watch—from the 17-jewel in a fine gold-filled case (guaranteed for 25 years) at $35.00, to the 23-jewel in a 14-K. solid gold case at $150.00—is fixed at the factory and a printed ticket attached.

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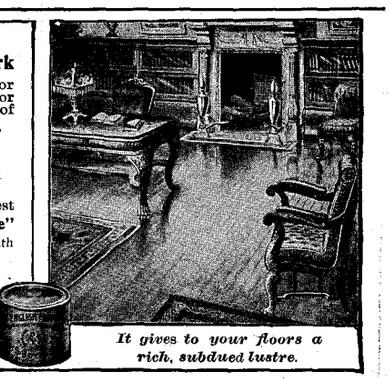

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Roxford Knitting Company, Dept. J, Phila.

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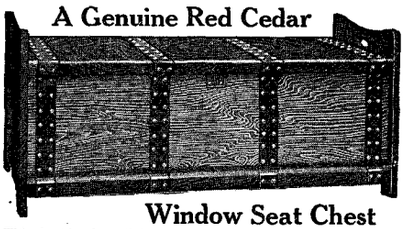

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Are they not then entitled to as much care as you devote to your house and other buildings, which you *can* replace? Trees are living things, about which cluster tender thoughts and mellow memories, and, indeed, deserve the same grateful attention you bestow on other faithful friends which serve you none the less because dumb—your dogs, your horses and your other pets.

Trees Get Sick and are Wounded

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The muted murmur of earth's desire
For the falling, mingling, bounteous rain.
Lamps of gold in the dark gorse burned,
Golden blossoms all spiced with fire,—
Tawny gold and honey and fire;
Shade and shine their tissue wove,
Pearl and umber and snowy white,
Silver and olive-green and gray,—
Shadow and shine their draperies wove
And hung the forest with changing light;
Drift of moorland and gloomy grove
Haunted the open winding way,
And falling heavy and dense the rain
Enriched and freshened the world again.

—*Westminster Gazette* (London), April 3.

To Return

BY EDITH M. THOMAS

Love me now, and love me ay—
Life is but a passing day!
(But the day is still reborn.)
Love me now, and love me ay,
When all lives have passed away—
On some fair Eternal Morn!

Still I pass, and thou dost pass,
Like the raindrops on the glass,
Shared between the sun and wind!
Thou and I, we onward pass
To return!—but we, alas!
How shall we each other find?

Thou and I—to come again!
Shall my day be on the wane
When thy day is only young?
Thou and I—to come again!
But shall one land hold us twain?
Wilt thou even speak my tongue?

Thou and I—to come and go,
Know each other—or not know,
Flung together—flung apart!
Thou and I—to come and go,
Life, like leaves, behind us strow—
Shall I find thee where thou art?

We shall pass—shall we return?
Shall the soul its own discern
When the myriad lives are fled?
We shall pass. . . . Ere we return,
Oh, to set some lamp to burn
On the dim ways we must tread!

—*Harper's Bazar* (May).

A Hunting Song

BY EDITH WHARTON

Hunters, *where does Hope nest?*
Not in the half-oped breast,
Nor the young rose,
Nor April sunrise—those
With a quick wing she brushes,
The wide world through,
Greets with the throat of thrushes,
Fades from as fast as dew.

But, would you spy her sleeping,
Cradled warm,
Look in the breast of weeping
The tree stript by storm;
But, would you bind her fast,
Yours at last,
Bed-mate and lover,
Gain the last headland bare
That the cold tides cover,
There may you capture her, there,
Where the sea gives to the ground
Only the drift of the drowned.

Yet, if she slips you, once found,
Push to her uttermost lair
In the low house of despair.
There will she watch by your head,
Sing to you till you be dead,
Then, with your child in her breast,
In another heart build a new nest.

—"*Artemis to Actæon*" (Charles Scribner's Sons).

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PERSONAL GLIMPSES

HOW THE WASHWOMAN LOOKS AT LIFE

THERE are many people beside professional magazine writers who are interested in the lives of the unpretentious and the unknown. They are curious to know just what these people make out of life, what their ambitions and their hope, and desires are, and what their struggles and sweat mean to them. A recent writer in *The Independent* who interviewed her washwoman with some of these things in mind, gives the result of her talk. She quotes her subject thus:

Yes, it's comfortable. That is, I should say yes ma'am. Quite comfortable. They's just us two; not countin' my dead babies. I had such a many babies. None of 'em ever lived more'n a year or thereabouts. Soon's one'd go another'd come. Lord, Lord, such a lots of people goes to waste, that-a-way. Takin' all the long journey out o' the darks to get here and sort o' losin' heart at first glimpse and just hurryin' back. It aint reely worth the trouble o' bein' born, is it?

Somehow, I aint never quite buried them babies I had. I never honed for children, nohows. I couldn't understand what on earth the Lord meant to let 'em come. There wan't usually victuals enough for me and my husband, let alown crowdin'. Looked like He sort o' fergot and let 'em come and got scared and snatched 'em back quick. I allus give Him proper praise for rememberin' in time, 'fore they got old enough to go hungry.

But seems like I can't let 'em stay dead. Wherever we lived, and it looks like we're pretty much on the hunt for a place *to* live, usually, wher*ever* we live them little dead babies goes too. Soon's the first night comes and I put out the lamp, there's all them little, little babies!

Sometimes it near about crazes me. There wa'nt but one ever lived long enough to learn to talk any, and there they all are, waitin' to be took up and hugged. And I'll hear that one that could talk just blabbin', "*Ma-ma, ma-ma,*" and I'll hear her bits of feet goin' pitty-pat, pitty-pat.

Sometimes I just can't bear it, and I say right out, "For Christ's sake, *can't* you stay in Heaven and lave me be?"

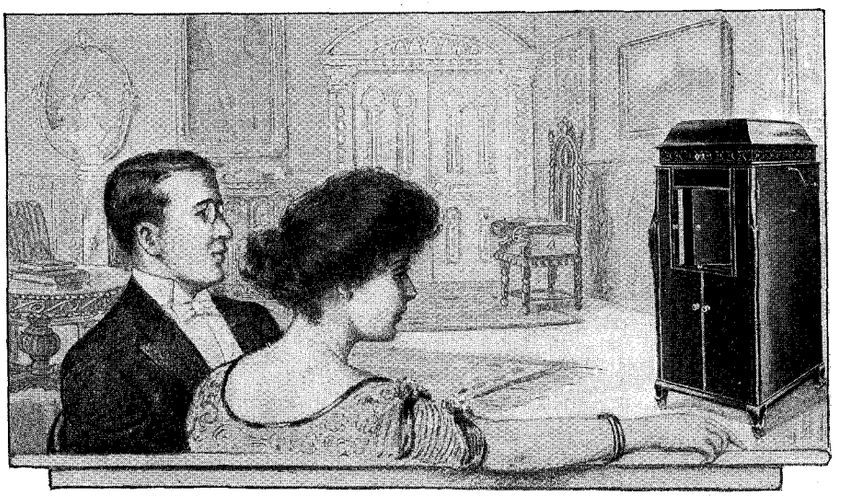
But it ain't a mite o' use. And I just ups and takes 'em all to bed with me and the littlest one has his hand in my bosom, huntin', and my heart's just like a fiddle with them baby fingers pullin' at the strings. Why, don't *you* know, ma'am? Didn't you never have a baby? *Don't* you know how your heart takes to swellin' and breakin' when a dead baby's hand is in your bosom and a dead baby's mouth's huntin' your breast?

You didn't? You aint never had a baby? Lord, Lord, what mistakes this life *do* make! Here you might have had all o' mine, almost, and raised 'em nice and decent, like *folks;* and *I* got 'em *all* and you never got *none.* Lord, Lord, such a pity to waste good human bein's that fashion.

I expect you aint never been poor, too: reel poor. Like this, say. It's right high up, but it's better'n a basement in a little Jew-faced alley. "*Jew faced?*" Don't you understand? Where the houses sort o' bolsters each other up and they's a big factry one side and the smokestack dribbles sut and smoke and the big sutty factry sort o' scowls down on them houses. I *allus* called it "Jew-faced"; dark and bushy eyebrows, scowlin'.

This, now, 'way up heres, why, it's *splendid!* I don't mind them stairs, for when I'm through climin', why, here I *am.* No smoke's up here, suttin' everything and the top o' that tree certaintly is a lovesome sight. 'Long 'bout five o' mornin's, comes a swarm o' crows flyin' cat-a-corner, southwest. I expect they's a *million,* and evenin', 'long 'bout half-after-five, they come back, flyin' northeast. I wished I knew *where* they come from and where they go *to.* Last night the sunset was fierce. It had cleared from snowin' and the sky was yellower'n an orange, over yonders, and them crows come tailin' acrost. Just a drift o' flyin' live black things. It was fierce.

'N I've got a nice room. Don't you admire that wall paper? I allus just honed for a wall paper with red and blue and green roses and birds flyin' in and



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out amongst 'em. It looks reel expensive, don't it? I don't expect there's handsomer paper on the Guv'nor's bed-room, do you?

Lord, Lord, how nice I could raised them little dead babies, now.

Down in that yard, that one, there's pigeons. Eighteen. "*Look at me, Look at me,*" they keep sayin', and I keep company with them pigeons a good deal. The boy they belong to aint as handsome as *my* boy'd 'a' been, but sometimes I pertend he *is* my boy. He don't know it and it aint hurtin' his mother a mite for me to help own him. And them little girls down there, too. They can't hold a candle to what *my* little girls'd 'a' been, but I just pertend that, too.

Yes, ma'am, I'll do your wash the best as ever! It's been a reel society call we've been enjoyin' together, aint it? I've got that beautiful roof out there to hang 'em out on, and the winds up here is clean and sweet-mouthed and blows all the smell o' suds out.

Yes, ma'am, Wednesday evenin' sure.

Lord, Lord, I allus *did* love good society!

ON THE ROAD TO DAMASCUS

HARRY A. FRANCK, the American literary tramp, who worked his way around the world on foot, tells in the third instalment of his experiences his adventures on a journey through robber haunts to Damascus. He writes first of his tribulations with a native money-changer. To quote from *Harper's Weekly:*

"When I had paid my bill next morning in the French pension to which I had been directed, my worldly wealth was reduced to one English sovereign. I turned in at the office of Cook & Son and, tossing the piece to the native clerk, asked him to change it into coin of the realm of small denomination. He turned the sovereign over several times, bit it, laid it carefully away, and set to pulling out boxes and drawers and dumping the coins they contained on the counter before me. There were pieces of copper, pieces of silver, pieces of bronze, tin, iron, nickel, zinc; coins half the size of a dime, coins that looked like tobacco tags, coins big enough with which to fell an ox, coins with holes in them, coins bent double, saucer-shaped coins, coins that had been scalloped around the edge by some erstwhile possessor of artistic temperament and hours of leisure, and still the clerk continued to pour out coins until I felt in duty bound, as a tolerably honest member of society, to call a halt.

"Say, old man," I put in, "that was only a sov. I gave you, you know." "Yes, yes; I know," panted the native, dumping another handful that rattled down the sides of the heap like a bucketful of stones on the pile under a stone-crusher—"I know, and I am very sorry I have not enough to change him. But I give you this, and he just make him up." He tossed toward me a gold piece of ten francs.

"What!" I cried. "You don't mean I get that heap and ten francs besides for one quid?"

"Aywa, effendi. Yes, that makes one pound," he answered.

I pawed over the heap. Each rake brought to light pieces of new and unique pattern. "Fine collection," I said. "But what's the answer?"

The clerk drew a long breath, as if for an extended lecture, and picked up one of the tobacco tags. "This," he said, "is a metleek. It is worth eleven-twelfths of a halfpenny. Five of these coppers make a metleek, only not quite—that is, here in Beirut. In Damascus five of them make a metleek and a little more. Ten metleeks make a bishleek." He picked up one of the coins, whose owner would be arrested in a civilized country for carrying concealed weapons. "One bishleek—that is, except one and a half of these copper coins—that is, here; in Damascus ten metleeks make a bishleek and four coppers—except not quite—and in Sidon they make the same as in Damascus, only a little less; and these coins are worth the same as a bishleek—except not quite—that is, here; if they have a hole in them they are worth a copper and three-fourths more—that is, here; in Damascus they are worth a copper and one-fourth more; and this dish-shaped one is worth three bishleeks and three metleeks and two coppers, and sometimes three-fourths of a copper more, except they with holes in them, which are worth two metleeks and a copper

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and a half more; and this mejeedieh is worth, in Damascus, seven bishleeks and seven metleeks and two coppers, and sometimes three, and sometimes here not so much by two and a half coppers; and in Jerusalem—"

"And suppose it is a rainy day?"

"Oh, that does not make any difference," said the clerk, with owl-like solemnity. "But sometimes on busy days, as on feast-days, the bishleek is worth three coppers and a half more—that is, here; in Damascus, it is worth two more and sometimes not so much as in Ramadan, and in Sidon it is worth three-fourths of a copper less, and in—here in Beirut—"

"Hold on, effendi," I cried. "If you have a pencil and a ream of paper at hand—" I understood his explanation perfectly, of course, but I had an unconquerable dread of forgetting it in my sleep.

"Certainly," cried the obliging clerk, and he dragged forth two sheets of paper and covered both sides with figures. Reduced to writing, the monetary system of Syria was simplicity itself. One could see through it as easily as through six inches of armor plate.

"Now, in carting this around," I asked, tucking the sheets of paper away in a pocket, "you don't hire a porter—"

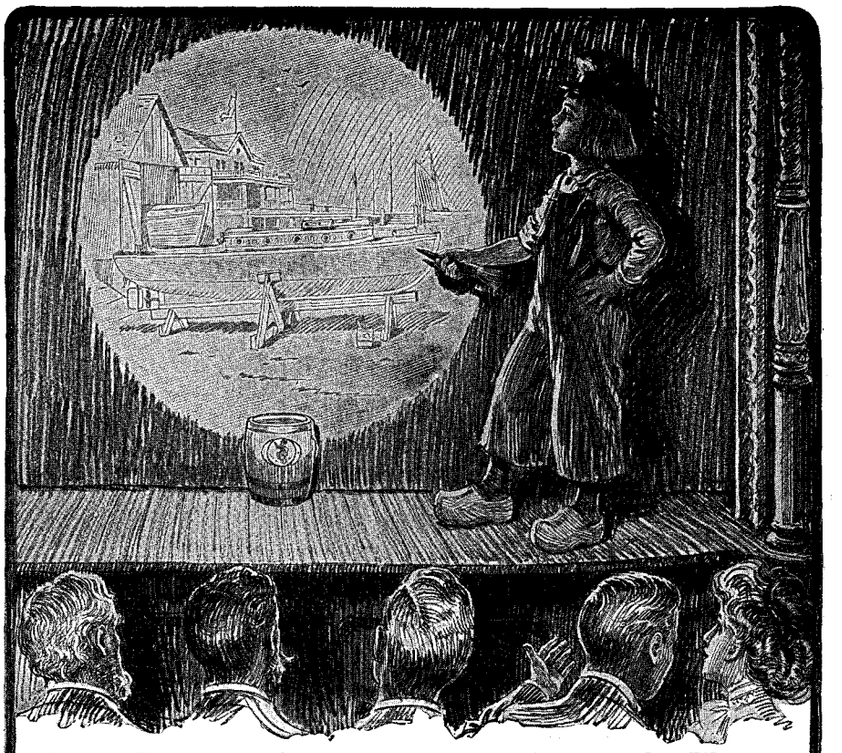
"Ah," said the clerk. "You have not the large purse? Our Syrians carry a purse which is very long; which is long, like the stocking which it is said are worn by the lady. But if you have not such a long purse, and you have not any ladies—" I drew out a large handkerchief and fell to raking the heap of coins into it. "Ah," he cried, "that does very good, only you do not forget that in Damascus the mejeedieh is worth seven bishleeks and seven metleeks and two coppers and sometimes—." But I had escaped into the silence outside.

The writer goes on to give an idea of Syrian hospitality to strangers. While being entertained in a village house he met a native sheik who flew into a frenzy of despair when informed that the stranger was to walk unarmed to Damascus. This sheik's conception of his duty as his brother's keeper furnished a very amusing incident later. We read:

I took leave of my hosts early next morning, swung my knapsack over my shoulder, and limped down to the road. But Bhamdoon was not yet done with me. In the center of the highway, in front of the little shop of which he was proprietor, stood the sheik and several fellow townsmen. With great politeness, he invited me to step inside. My feet were still swollen and blistered from the long tramp of the day before, for the cloth slippers I had purchased at Port Said offered no more protection against the sharp stones of the highway than a sheet of paper, and I accepted the invitation. The village head placed a stool for me in the front of the shop, in full sight from up or down the route. It soon became evident that I was on exhibition as a freak of humanity, for the sheik pointed me out with great delight to every passer-by. Apparently, too, he had chosen this opportune moment to collect some village tax. On the floor beside me stood an earthenware pot, and the sheik, as soon as his exhibit had been viewed from all sides, called upon each newcomer to drop into it a bishleek (ten cents). Like true Orientals, they gave smaller pieces; some a half bishleek, some one or two metleeks, but not a man passed without contributing his mite, for the command of a sheik of a Syrian village is law.

Some time I had served as a bait for tax-dodgers, when a villager I had not yet seen put in an appearance and addrest me in fluent English. He had gathered a Syrian fortune in Maine and returned, years before, to the rugged slopes of his native Lebanon. He insisted that I visit his house near by, and, once there, fell to tucking bread-sheets, black olives, raisins, and pieces of sugar-cane into my knapsack, shouting incessantly, at the same time, of his undying affection for America and things American. Out of mere pride for his bleak country, he took great care, on the way back to the shop, to point out a narrow path that wound up the steep slope of a neighboring range. "That," he said, "leads to the Damascus road. But no man can journey to Damascus on foot."

The earthenware pot was almost full when I took my seat again on the stool. I turned to my new ac-



Paint Talks, No. 7—Paint In and Near the Water

People who know that white lead and linseed oil make the best paint for all general purposes sometimes get the idea that something else must be added at the sea shore or where fogs are prevalent. Paint for boats also is sometimes thought to require other materials.

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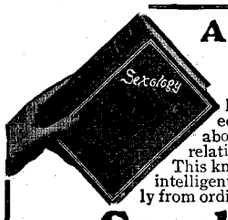

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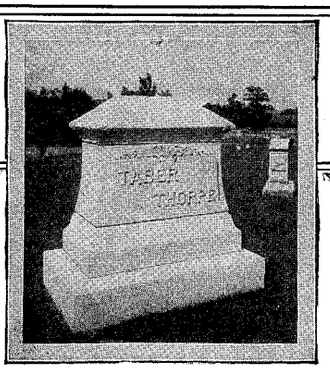

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quaintance. "What special taxes is the sheik gathering this morning?"

"Eh? What?" cried the erstwhile New-Englander, following the indication of my finger. "The pot? Why, don't you know what that's for?"

"No," I answered.

"Why, that is a collection the sheik is taking up to buy you a ticket to Damascus on the railroad!"

I picked up my knapsack from the floor and stept into the highway. The sheik and several bystanders threw themselves upon me with cries of dismay. It was no use attempting to escape from a dozen horny hands. I permitted myself to be led back to the stool, and sat down with the knapsack across my knees. The sheik addrest me in soothing tones, pointing at the pot with every third word. The others resumed their seats on the floor, rolled new cigarets, and fell quiet once more. With one leap I sprang from the stool into the street and set off at top speed down the highway, a screaming, howling, ever-increasing, but ever more distant, throng at my heels. A half-hour later I gained the summit of the neighboring range and slid down the opposite slope on to the highway to Damascus.

ABDUL HAMID'S HOUSEHOLD EXPENSES

WHATEVER other accusations might be brought against the deposed Sultan, it can not be said he was a poor provider for his family. Every whim and fancy was gratified, even to the providing of servants known as "imperial cigaret-box holders." A Constantinople correspondent of the London *Standard* who had an opportunity to observe and note some of the household extravagance of the Sultan and other members of the imperial family writes to his paper on the subject and tells how some of the money to meet the debts was collected. He says:

Within the first month after the revolution of July last it was announced that the Sultan had graciously ceded to the state revenues amounting to £400,000 (Turkish) a year. This sounded very well to those who did not know the country, but on investigation it was proved that the lands and other sources which produced this annual revenue had been improperly taken from the country, the palace having no right whatever to the income in question.

Any one who has visited a Turkish palace or even the residence of a wealthy pasha, must have been struck by the enormous number of idle persons. Loafers abound. It is unnecessary to speak of imperial pipeholders, imperial light-carriers, imperial cigaret-box-holders, but when such officeholders are each provided with an "assistant" and a long tail of attendants, and such sinecures are multiplied several times over, the total cost amounts to a huge figure.

The imperial kitchens, for instance, employ some 240 cooks and 560 scullions. Twice a day they prepare about 3,000 "tablas," or trays, each carrying a dozen courses. Three hundred attendants, bearing the trays on their heads, distribute them throughout the palace; some to the Sultan's apartments, to the harem, to the "mabein" (the part of the palace containing the offices and where the Sultan carries on the business of the state), and to a host of sheiks, sherifs, and notables.

During the month of Ramazan poor people collect in thousands toward sunset and can count on obtaining "iftar"—the evening meal when good Mohammedans break the fast for the day, taking their first food, water and cigaret since dawn. The waste, extravagance and peculation are beyond description. A French cook at the palace is said to have asked for a little beef to prepare some dish for the Sultan. An ox was brought. On his protesting that he only wanted a little, he was answered with a grin that what he did not require could easily be given away!

The Sultan's stables are another pretty extravagance—hundreds of horses, with an army of coachmen, grooms and attendants, all living on the fat of the land, and some of them enjoying salaries that might tempt a bank director. The aviaries form another costly hobby. Birds collected all over the world fill cages and enclosures without number, and another huge staff of servants has the care of them; but of course the harem heads the list of heavy items.

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By harem must be understood not only the Sultan's wives but all sisters, daughters, and relatives, with an odd thousand or so of women attendants and servants who by one pretext or another have succeeded in attaching themselves to the palace. The ladies of the palace keep very high state. Besides their negro attendants they keep up a court, with their ladies of this and mistresses of that, as full and complicated as their lord, the Sultan's. In dress and jewelry the ladies of the harem gratify extravagant tastes on which no curb is placed so long as money can be obtained by hook or crook.

Their indoor dress has been of late years generally European, and Paris supplies many a smart gown for them. In jewelry their taste runs rather toward the gaudy and ornate; rings with large diamonds and rubies, emeralds, and sapphires; earrings of weight and value, but little artistic beauty; little caps for the head, thickly covered with gems. Their native dresses, too, are frequently stiff with embroidery of precious stones.

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The most serious action of the civil list is, however, seen in the injury that it has caused not only to private individuals but to the country. Fifteen years ago men were sent around Turkey in order to hunt up desirable plots of land and to find excuses for causing them to be forfeited by the law of the country and then taken possession of on behalf of the Sultan.

The British Embassy, and probably every other embassy, has had during the last twenty years many cases before it of claims that have been made upon the property in the country belonging to British subjects. Diplomatic influence after considerable trouble usually sufficed to defend the possession of these lands, but the wretched Turkish subject who could bring no such influence to bear had to succumb. On the part of the civil list it was a game of might is right, and it was because the country generally was dissatisfied with the attempts that were made upon private property that the civil list became distinctly unpopular.

SHEAR WIT

Orthodox.—In answer to the question, "What passages in Holy Scripture bear upon cruelty to animals?" one boy said: "Cruel people often cut dogs' tails and ears, but the Bible says, 'Those whom God hath joined together let no man put asunder.'"—*Christian Register.*

Pride Goeth, Etc.—PROFESSOR (coming from his club holding up triumphantly his umbrella to his wife)—"You see, my dear Alma, how stupid are all the anecdotes about our absent-mindedness. You see, I haven't forgotten my umbrella."

MRS. PROFESSOR—"But, my dear, you didn't take your umbrella with you: you left it at home."—*Frankfort Witzblatt.*

Political Allegiance.—A matron of the most determined character was encountered by a young woman reporter on a country paper, who was sent out to interview leading citizens as to their politics. "May I see Mr. ——?" she asked of a stern-looking woman who opened the door at one house. "No, you can't," answered the matron, decisively. "But I want to know what party he belongs to," pleaded the girl. The woman drew up her tall figure. "Well, take a good look at me," she said, "I'm the party he belongs to!"—*Universalist Leader.*

Doing Well.—"Young man," said a rich and pompous old gentleman, "I was not always thus. I did not always ride in a motor-car of my own. When I first started in life, I had to walk."

"You were lucky," rejoined the young man. "When I first started I had to crawl. It took me a long time to learn to walk."—*Democratic Telegram.*

Fortunate.—CAPTAIN (spinning a yarn)—"I was for eight days a prisoner among the cannibals."

LADY—"And how was it they didn't eat you?"

CAPTAIN (calmly)—"Well, the truth was the chief's wife had mislaid her cook-book."—*Fliegende Blaetter.*

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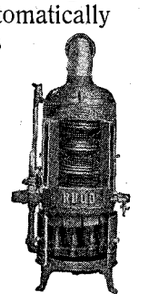

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Ministerial Punctuation.—A pleasantry in a recent *Register* reminds me of something which happened in the days of my youth. Marcus Morton, Democrat, having been chosen governor of Massachusetts, a Whig minister, in closing his pulpit reading of the governor's Thanksgiving Proclamation, punctuated its signatures as follows: "Marcus Morton, Governor? John A. Bowles, Secretary? God save the Commonwealth of Massachusetts!"—*G. L. C. in Christian Register.*

Expected Back.—PRISONER—"Can I speak with the convict Smith for one moment?"

JAILER—"No, he has just left after finishing his time. But ask me again in about a week."—*Fliegende Blaetter.*

Frank.—SHOPPER—"Can I hang this paper on myself?"

SALESMAN—"Yes, but it would look better on the wall."—*Exchange.*

From Her Viewpoint.—STOUT LADY (in theater, to youth who has asked her to remove her hat)—"Sit still. The play isn't fit for a boy like you to see."—*Fliegende Blaetter.*

He'd Help.—CALLER—"Sir, I am collecting for the poets' hospital. Will you contribute anything?"

EDITOR—"With pleasure. Call to-night with the ambulance and I will have some poets ready."—*Judge.*

Realism.—CRITIC (as the composer plays his last piece)—"Very fine indeed. But what is that passage which makes the cold chills run down the back?"

COMPOSER—"That is where the wanderer has the hotel bill brought to him."—*Fliegende Blaetter.*

New Clocks for Old.—JOSH—"Jerusha, here be a letter from Miss Van Astor sayin' she will give ye $100 for that old mahogany clock of yer gran'dad's!"

JERUSHA—"Dew tell, Josh! Now I kin git that marbleized clock at the Corners with the gilt figgers; and Josh, while I think on it, I want you to go right down to the barn and git that drab paint left from paintin' the cow-shed last spring. We'll give the old clock a couple o' coats. I bet that'll please Miss Van Astor a heap, and we really ought to after her bein' willin' to give such a big price."

JOSH—"I'll git the paint, Jerusha. You always wuz great on style, and Miss Van Astor kin tell her friends it's a brand-new clock!"—*Puck.*

Quite a Shock.—BRIDEGROOM (expectantly)—"Now, my dear father-in-law, I wish to say just a word about my debts—"

FATHER-IN-LAW (slapping him on the back)—"Did you say debts? Why, my boy, I'll bet my debts exceed yours three to one!"—*Fliegende Blaetter.*

On the Campus.—"Foiled again," said the chocolate-drop as he was enveloped in his silver wrapping.—*Harvard Lampoon.*

Optimistic.—TOURIST (who during a steady tramp has inquired, once every hour, how far it is to Ballymaloney and, has now for the third time received the same answer, namely, "About four and a half or five miles")—"Thank heaven we are keeping pace with it, any way."—*Punch.*

An Important Date.—"What was the date of the Union of the Crowns?" asked an inspector. "1603," he was instantly informed. "Right. And why was this date an important one for you to remember?" "Because you were sure to ask for it," returned the little victim of cramming.—*Christian Register.*

Hard Luck.—LITTLE BOBBY—"Papa, did you ever see a cyclone carrying houses around up in the air, and cows and horses and wagons upside down?"

PAPA—"No, my son."

LITTLE BOBBY—"Did you ever see a sea-serpent?"

PAPA—"No, my son."

LITTLE BOBBY—"I should think it 'ud be tiresome to live so long and never see anything."—*Christian Register.*

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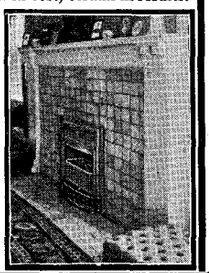

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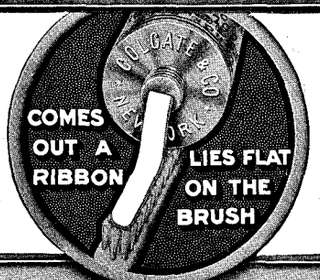

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MISS HOGAN—"An' phwat was it?"

MR. MARTIN—"His bye, Willie, milked the poor crayture wid wan of thim newfangled, dust-suckin' machines!"—*Puck.*

One View Of It.—"Pa!"

"Well?"

"What is conscience?"

"A thing that we always believe ought to bother the other fellow."—*Cleveland Leader.*

Starting an Endless Chain.—Both father and mother struggled valiantly to teach little Effie to repeat the letter "A." The child emphatically refused to pronounce the first letter of the alphabet, and after many vain efforts the father retired from the fight discouraged. The mother took the little girl on her lap and pleaded with her affectionately.

"Dearie, why won't you learn to say 'A'?" she asked.

"Because, mama," explained Effie, "des as soon as I say 'A' you an' papa will want me to say 'B.'"—*Harper's Weekly.*

CURRENT EVENTS

Foreign

April 23.—Two United States warships start for the Mediterranean to protect American interests in Asiatic Turkey.

The Roosevelt party reaches the wild-animal country in Africa and spends its first night under canvas.

April 26.—Abdul Hamid is deposed as ruler of Turkey and Mehemmed Reschad, who will be known as Mehmed V., is placed on the throne; the change is accomplished without disorder.

Eleven men are killed and eleven injured by an explosion on the Italian submarine *Foca*, at Naples.

April 29.—Daniel Lloyd-George, Chancellor of the British Exchequer, introduces the budget in the House of Commons; it shows a deficit of about $78,000,000, which will be provided chiefly by increased taxation.

Two hundred and fifty persons are executed after trial by court martial in Constantinople.

Domestic

WASHINGTON

April 23.—The first reading of the Tariff Bill is completed by the Senate.

William Norris Stewart, former United States Senator from Nevada, dies in Washington.

April 28.—President Taft officially recognizes Mehmed V. as the new Sultan of Turkey.

April 29.—John A. Benson, of San Francisco, is acquitted, in Washington of bribery of Government officials in connection with Western land frauds.

GENERAL

April 23.—Governor Willson, of Kentucky, pardons ex-Governor W. S. Taylor and five others charged with the murder of William Goebel.

April 24.—The Waters-Pierce Oil Company of Texas pays the fine of $1,808,753.95 assessed against that corporation by the State.

April 29.—The agreement assuring peace between the anthracite operators and their employers for three years more is signed in Philadelphia.

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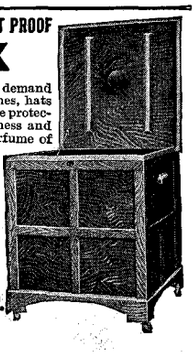

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

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"S. F. H.," Mt. Kisco, N. Y.—"Please state when to use 'O' and when 'oh.'"

"Oh" is a natural ejaculation evoked by any sudden emotion, as surprize, consternation, wonder, admiration, or delight. "O" is an exclamation prefixt to an expression of address, as a sign of the vocative, or case of address, used especially in earnest or solemn appeal or exhortation, or as a reverential expression in prayer to the Deity, to emphasize the feeling or passion conveyed by the words; as, O Lord! O my countrymen! etc. Between the interjections "O" and "oh" there exists an essential difference, which is frequently neglected even by some of our best writers. The former is properly prefixt to an expression in a direct address; but the latter ought never to be so employed. "O" should be used without the mark of exclamation immediately after it; but "oh," sometimes with and sometimes without it, according to the construction and sense of the passage in which the word occurs.

"C. H.," Los Angeles, Cal.—"Which construction of the following is correct, 'It was *he* I paid,' or 'It was *him* I paid'?"

"It was *he* I paid," the word "whom" being understood as the object of the verb "paid," viz.: "It was *he* (*whom*) I paid."

"H. T. K.," Jamestown, N. Y.—"Please advise me as to the correctness and good form of the following sentences: 'We *embrace* every opportunity to bid on such bills of lumber,' and 'If your inventory shows your stock of hardwares broken, let us quote on *such items that* you are wanting.'"

The first sentence is correct. In this sense THE STANDARD DICTIONARY defines "embrace" as follows: "2. To accept, receive, or take; especially, to accept gladly or willingly; *avail oneself of;* make one's own, adopt; as, to *embrace* Christianity; to *embrace* an offer." In the second sentence, "such items *as*" is the correct form. The sentence could be further improved by substituting "need" for "are wanting"; thus: "If your inventory shows your stock of hardwares broken, let us quote on *such* items *as* you *need*."

"P. O. W.," Pinock, W. Va.—The possessive of the proper noun "Frances" is "Frances'" according to the rule that singular dissyllabic nouns ending in a sibilant sound add the apostrophe and "s," *unless the sibilant is preceded by another sibilant,* or the last syllable is unaccented; as, *Porus'* defeat; *Moses'* face.

"H. T. H.," Springfield, O.—In the sentence you cite "the last two numbers" is correct, for you can not have two last.

"W. A.," Paterson, N. J.—The word "slow" is adjective, noun, or adverb. In the verses you cite it is an adverb. The preferred form of THE STANDARD DICTIONARY for the adverb is "slowly." Poetic license sometimes permits the violation of rules of grammar; but your examples are not of this class, since "slow" as an adverb has the sanction of literary usage.

"T. A. M.," Newark, N. J.—The English word "nous," meaning "mind; wit; sense," is pronounced as if spelled "noose," but has an alternative pronunciation, "nouse," riming with "mouse."

"P. W.," Vancouver, B. C., Canada.—"Kindly tell the origin of (1) 'touch-and-go' and (2) 'higher than Gilderoy's kite.'"

(1) This expression is said by Farmer to have arisen from the practise of old "jarveys" of driving their vehicles close enough to others to touch them without injury to either. Its use in literature is frequent (see *The Academy*, March 3, 1888, p. 148; Mrs. Oliphant, "Poor Gentleman," xli.). (2) "Higher than Gilderoy's kite" is traced to a celebrated robber, Gilderoy, who was hanged in Edinburgh in 1636 on an unusually high gallows.

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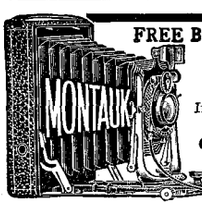

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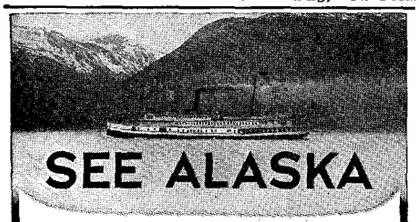

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Yosemite and **Big Trees** next, in the high Sierras, now reached by rail. Afterwards visit the **Alaska-Yukon-Pacific Exposition** at Seattle. Finally, to the Alaskan glaciers.

Low excursion fares all summer.

Won't you let me assist in planning your tour by mailing these Santa Fe '09 summer books:

"A Colorado Summer."
"California Summer Outings,"
"Yosemite."
"Titan of Chasms" (Grand Canyon).

Also special convention folders for N. E. A. at Denver, G. A. R. at Salt Lake, Elks at Los Angeles, and the Seattle Exposition.

Free on request. Say which ones you want.

W. J. Black, Pass. Traffic Mgr.,
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1118-H Railway Exchange, Chicago.

Preparing for The Attack

The tide is coming in and the children are all excitement as each wave comes closer to the fort they've built to resist the attack.

Is there any other such place to build bone and muscle and courage for the battle of life as at the seaside?

The New England Seashore

gives you your choice of the beach town with gay amusements or the quieter beach where a comparatively small number of people gather At each there are surf bathing, sailing and fishing; at many there is "good" golf, and at all a ruddier-complexion-making atmosphere than the more southern beaches afford.

Going via the New York Central Lines you can get the quickest of through service or take a more leisurely trip via Niagara Falls, Thousand Islands, Adirondack Mountains, Lake George or Lake Champlain.

Let Us Suggest a Vacation Trip

If you will tell us the number in your party, the length of time and amount of money you desire your holiday to embrace, and whether you want continuous travel or not, and give some idea of your taste regarding surroundings, amusements, etc., we will propose one or two trips for your consideration, with complete information. Address

New York Central Lines Travel Bureau
Room 350 Grand Central Station, New York, or Room 552 LaSalle Street Station, Chicago.

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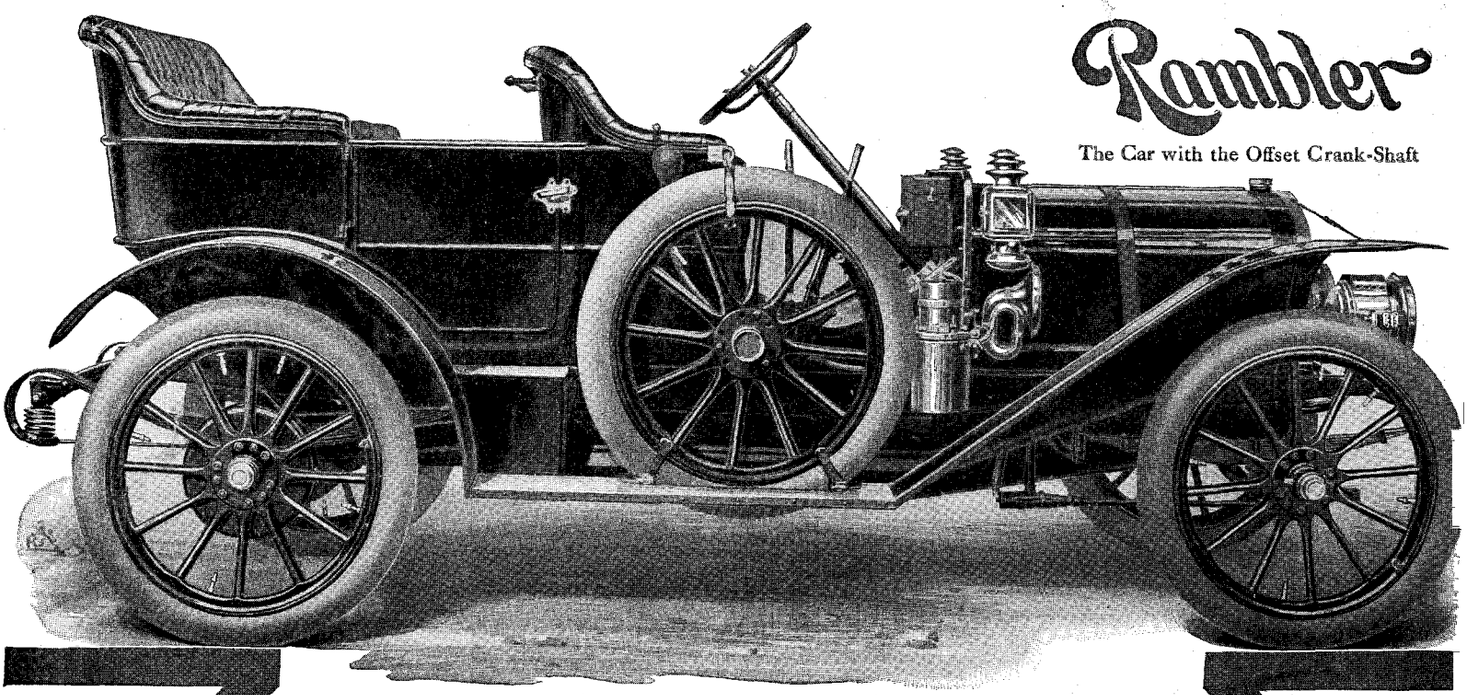

Rambler

The Car with the Offset Crank-Shaft

Model Forty-four, 34 H. P., $2,250.

Spare Wheel, with Inflated Tire, Brackets, and Tools, $74. Magneto, $150.

Quality in the Rambler

That quality of refinement in workmanship and material which dominates every detail of the new Rambler is most apparent when it is compared, part for part, with cars costing hundreds and thousands of dollars more.

The perfection of every detail in the making of this automobile can be attributed to that infinite care and pride in his work which every Rambler mechanic brings to his individual task. The selection, indifferent to cost, of the materials used and the finished skill applied to fashioning each part stamps the Rambler as a car of character.

The Rambler Spare Wheel, Offset Crank-Shaft, and other exclusive Rambler features are but evidences of our constant effort to provide for the comfort and satisfaction of Rambler owners.

May we send you the new Rambler catalog or a free copy of the Rambler Magazine, a monthly publication for owners? Rambler automobiles, $1,150 to $2,500.

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